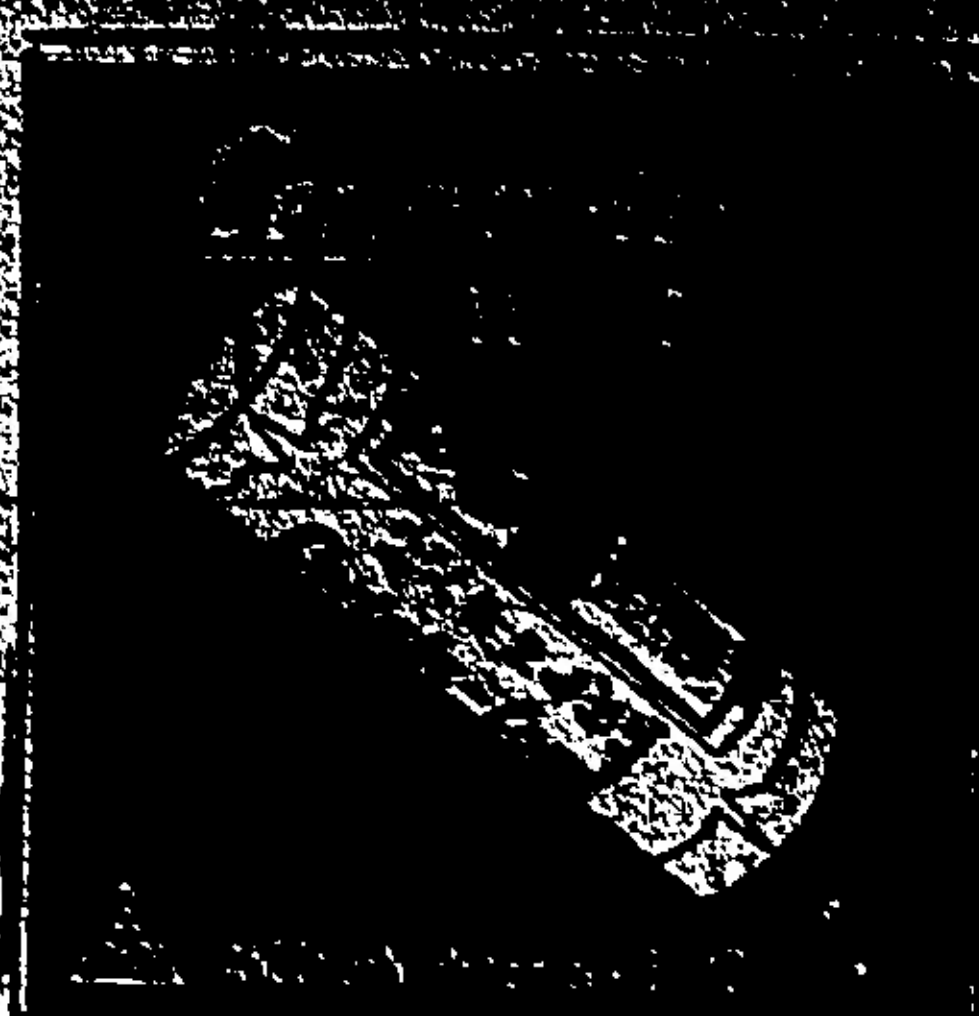




The Hongkong Telegraph

(ESTABLISHED 1881)



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THURSDAY, SEPTEMBER 11, 1919.

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TO-DAY'S CHINESE TELEGRAMS.

PROPOSED NEW CABINET.

Shanghai, September 11.
Kau Wan-pang has agreed to form a new Cabinet. A Bill empowering him to do so will be submitted to Parliament for approval, but the On Fook party has secretly protested against this measure by advising Kung Sum-cham, the acting Premier, not to resign and by urging some members not to attend the meeting.

THE AUSTRIAN TREATY.

Shanghai, September 11.
Owing to the Rumanian question, the Austrian Treaty will be signed two days later than the date originally fixed.

EX-PRESIDENT IN PEKING.

Shanghai, September 11.
Fung K wok-cheong, the ex-President arrived in Peking on the 9th inst. It is said that his arrival is partly owing to the new Cabinet question, and partly for the purpose of dealing with the 16th Division, which has recently shown signs of disobedience.

PROPOSED REMOVAL OF PEKING UNIVERSITY.

Shanghai, September 11.
The Military Party has proposed that the Peking University be removed to Sam Hoi, so that the students may be prevented from starting further disturbances.

SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

SHANGHAI TIME.

Shanghai, September 10.
Shanghai returns to the old time on September 30.

SINGAPORE MEDICAL LICENTIATES.

Singapore, September 10.
Miss Lee Choo Neo, and Messrs. A. C. Jumeaux, Boey Peng, Sam Cheng, Ah Koon and Ou Kok Bu have licentiated at the Medical School autumn examination.
Miss Neo is the first Chinese lady to receive her diploma locally.

STABILIZING MONEY.

GOLD AND THE RISE IN PRICES.

The following suggestive article is by Mr. Floyd Parsons from the Saturday Evening Post:—

Never before was there so much need for straight thinking. Never in history has there been such a splendid opportunity to provide a scientific solution for the problem of our money standards. Before the war it would have been almost impossible for any one nation to standardize the dollar successfully, for such an act would have embarrassed that country's foreign trade by breaking existing pairs of exchange. To-day these pairs have been broken, and the lessons of the past indicate that it will be a long time before dollar exchange sells at par in Europe.

Every decent citizen wishes to remove the evils that are fostering discontent and fanning the flames of class hatred. Social unrest, like any other disease, has a point where the infection is initiated, and the right way to attack the trouble is to remove the source. We have heard so often that high prices and the high cost of living are responsible for our social ailments that we have failed to note the more important facts back of high prices. Our error has been that in searching for a reason for advancing markets we have sought for the cause wholly in the goods and not at all in the money in terms of which the prices are expressed.

Though prices at times have slipped back, the trend has been

consistently upward, which is proved by the fact that the cost of things generally has advanced more than 1,000 per cent. in a thousand years. Scarcity is only a part cause for this rise. A more satisfactory explanation is that price movements are monetary which is evidenced by the fact that countries of like monetary standards have similar price movements.

HOW THE DOLLAR VARIES.

The basis of our financial system is the gold dollar. It is here that we have the principal answer to the high-cost-of living problem.

A dollar is 25.8 grains of standard gold, and an ounce of such gold—which is nine-tenths fine—is 480 grains, or 18.6 dollars. This means that gold is stable, but only so in terms of itself. The much-heralded fixity of the gold dollar is somewhat of a myth, for this stability is only in weight and not in value as expressed in terms of other commodities. Since we deny to gold the rights attendant upon supply and demand, it even the score with us by raising and lowering the prices of other things.

The matter would not be so serious if the rise in each person's income were to keep pace with the rise in the cost of living but no such happy condition prevails. With every fluctuation in the price level certain individuals who have outstanding contracts make or lose money. One gains what does not properly belong to him, and the other loses his right-ful own. Take the case of a man who has deposited \$500 in a savings bank. In years such an account, if drawing interests at four per cent., has had more than 200

added to the principal. However, if the cost of things has advanced 50 per cent. the careful saver is worse off than he was when the money was deposited, for his \$700 will not purchase so much as he could have bought with the original amount. Actually his wealth, expressed in purchasing power, has diminished. Boudholders are similarly affected.

PRICES UNFIXABLE.

The fact is that a fluctuating price level always entails enormous economic wastes. When prices go up the stockholder wins without effort from the bondholder and the employee; when they go down the reverse is true. Either way we have added new converts to the society of malcontents. Federal efforts in price fixing may afford a benefit to two, but such governmental action will never seriously affect the general price level. The remedy lies elsewhere.

It is easy to imagine what chaos would follow if we returned to a system of measurement where the yard is defined as the girth of the chieftain of the tribe. Ladies purchasing dress goods would have fared badly when President Wilson succeeded Mr. Taft. But absurd as this may seem, that is just the situation which exists in the nation's monetary system. Our dollar is simply a unit of weight posing as a unit of value. It weighs the same as it did in 1814, but try to buy the same quantity of things with it. Our forefathers selected gold as the basis of money because of certain attributes that make it a good medium of exchange; it is our job to make it a good standard of value instead of a standard of weight.

HOW TO LEVEL THINGS UP.

Prof. Irving Fisher of Yale is the present champion of a plan for rectifying our unstable dollar. The method he proposes is approved by many noted Americans and is worthy of careful attention. The proposal is that instead of having a dollar of fixed weight, and therefore variable in purchasing power, we substitute dollar fixed in purchasing power and variable in weight. To do this we would abolish gold coins altogether. Bar gold would lie in the government vaults, and in actual circulation this bullion would be represented by yellowbacks. It would thus be possible to vary at will the weight of the gold dollar without having to endure the annoyance of handling gold eagles of various weights. The Government would simply add or subtract a certain number of grains of gold—or a grain—to or from the dollar, just fast enough to compensate for any loss or gain in the purchasing power of the dollar.

The Government can vary the quantity of gold bullion which it agrees to exchange for a paper dollar as readily as the grocer can vary the amount of coffee he will give for a dollar. This variation might be monthly and would be based wholly on the Government's index number of prices. In this way the paper certificate would always be equal to the gold dollar and the latter would always be kept equal to the goods dollar, which is the final standard. When the index number falls one per cent. below the established par the gold dollar will be reduced in weight one per cent., and vice versa. This steering wheel would keep the monetary automobile near to the straight line marked out, and would eliminate price convulsions, making the measure for money as stable as the pound, the gallon, the horse power and the volt. Speculation in gold at the expense of the Government would be prevented by establishing a small fee to be charged, depositors of gold. This fee should not exceed any one change in the gold dollar's weight. To avoid any shock to business the plan would start off with the price level actually existing immediately before its adoption.

The method here proposed would undoubtedly reduce the intensity of business depressions, as well as lessen human discontent resulting from dislocating monetary contracts. The sure way to eliminate dangerous radicalism is to do away with social injustice.

ARMIES OF THE EMPIRE.

SIR JOHN MONASH'S VIEW.

Sir John Monash, Australian Commander-in-Chief, in an interview recently, dealt with post-war problems, and laid emphasis upon the need for co-ordinated training in the Armies of the British Empire.

"I believe," he said, "that one of the happiest results of the war will be the complete establishment of class-comradeship throughout the Empire. The war has welded the British Empire firmly and inseparably together, and all classes of men have been brought to know each other as never before. The grim lessons of war have been burnt into men's hearts and they cannot forget them. The blood-ties of comradeship between men of the Homeland and the British Dominions are ties of sacrifice on the common field of battle, and this ever-willing helping of one another has done more to unite the Empire of British man and woman than state-manship could do in a century."

"Australia has suffered terrible losses in the war. Sixty thousand of our boys whom we could so ill spare from our small population are left behind in Gallipoli, France, and Belgium; but those Australian men and women who have survived their duty have much to thank the war for. They will be the builders of the future Australia. They have learnt lessons of sacrifice and suffering which have made them ready to help others, and thus their country. I feel very keenly about this comradeship of the classes. It is a practical religion which appeals to every creature and creed. It will solve so many problems, and do much to maintain industrial and political peace. What we are trying to instil into the minds of our returned soldiers is that they have duty to perform in carrying on the task which their comrades left unfinished when the bullets took them away out of the fight. They fought to establish Australia's freedom, to make her the grandest country on earth, to keep her healthy, happy, and prosperous. And this can only be done if every man and woman, boy and girl, achieves his or her own portion of these high ideals. That is why soldiers' and sailors' associations should prove of great blessings to their native land. It reasonably follows that men who have really suffered in the defence of their country have bought a priceless share in its interests, and it is these men who should have a voice in the affairs of their own country."

"Perhaps the saddest sight in London to-day is the long queues of ex-officers and men, with splendid records of heroic service to their country, unable to secure employment and in dire necessity. Is this the reward of a grateful country in her hour of victory and peace? It is a deplorable shame that many of these brave fellows when they return from the trenches, after all they have gone through, should have such a ghastly struggle to live. But, as I have constantly told our men, it depends largely upon themselves. Men who have been in the Army for three and four years have become unskilled in their trades and professions, and naturally, if they are going back again to retain their jobs after demobilisation, they must see to it meantime that they are efficient to do so. Employers cannot be expected to employ unskilled workmen although they should be prepared to make reasonable allowances for service and sacrifice."

"I am a profound believer in compulsory military training of young men between the ages of 18 and 25. I believe that cadet corps which teach strict discipline are invaluable institutions, and there is no doubt that we must pay much more attention to the disciplinary training of our boys and girls. In regard to Australia's future army, no doubt

SHIPPING ITEMS.

The s.s. Lindsay Moller arrived this morning from Moji. She brought no cargo. She is one of Messrs. Moller and Company's vessels.

The Lun Shing, a British boat, consigned yesterday to this port 1,000 tons of rice meal from Saigon. She carried 275 Chinese passengers.

The Nagoya, belonging to the P. & O. S. N. Co., in came yesterday from Yokohama via Shanghai, with 2,100 tons of general cargo and 57 packages of mail.

The Quinnebaug returned to the Colony yesterday with 1,000 tons of cargo for Hongkong from Swatow.

The Tacoma Maru consigned here 2,350 tons of general cargo from Kobe.

The Muroto from Hongay carried about 5,000 tons of coal for Japan. She is owned by the Japanese Naval Department and her agents are the Mitsui Bussan Kaisha.

A thousand one hundred and twenty tons of general cargo were delivered this morning here by the Awakusa Maru, belonging to the Osaka Shosha Kaisha.

The s.s. Nagoya departed to-day for Singapore, Colombo, Marseilles, London etc., with 101 saloon passengers and 1,150 tons of general cargo.

we shall mainly adhere to our old system of universal training, which has proved of incalculable value and service during the war. The future training of our army must strictly conform to that of the British home Army, and every unit of British Overseas forces must be interchangeable. In this respect lessons of the great war have taught us much. We made many mistakes, and we must see to it that there is no possibility of these occurring any more. "I remember one occasion at the front when I had command of five Australian and two American divisions. Splendid fellows they were, and eager for the fray; but it was impossible to get the best results, simply because the Australians and Americans had had different training, and their instinctive methods of doing things were according to their training, and in the difference much was lost. Uniformity of training throughout the Empire must be established. Soldiers trained in Australia and those trained in England or Canada must be able to go into action without the slightest preparatory training as a whole."

BOXING.

NEAL ANXIOUS TO MEET DANDING.

Teddy Neal, the local boxer, writes us as follows:—

"To show that I am in earnest in my desire to fight Kid Danding, I would like you to state that a deposit of \$500 with the Editor of the Hongkong Telegraph will be immediately covered, and I hope this will ensure a match. It can be raised to \$1,000 a-side."

"In my letter yesterday, in saying that I was not a millionaire and that there must be a purse, I meant that I would prefer a purse. But it must be understood that the winner takes all. I also said something about Danding cancelling his trip to America; what I meant to convey was that at the conclusion of our little argument he would probably decide to cancel that trip."

We learn that before Danding's challenge was issued, Neal had put in an application to be allowed to proceed Home, but that immediately the challenge was issued he went into strict training with Sky Kerrison and is now making every preparation in anticipation of the fight.

We also gather that a well-known local sport, Mr. C. Bond, has guaranteed to stage the fight, and that he will have the assistance of another prominent boxing enthusiast, Inspector Wildin.

MARINE COURT.

Before Captain Basil Taylor, R. N., 1p Man, the master of licensed boat No. 167, was prosecuted this morning for unlawfully, and without the written permission of the Harbour Master, using drags and grapplings within the harbour limits for the purpose of lifting articles from the bed thereof. This occurred on the 9th instant.

Sergeant Wilson said, that at 2.30 p.m. off Kowloon Docks he noticed a number of sampans dredging off the s.s. Taising. He made toward them, but they scattered. Defendant, seeing that he could not get away, slipped his dredge and kicked over board two bags of stuff.

Defendant said he saw a lot of other sampans dredging there, so he joined them. He was fined \$5 or 14 days' hard labour.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.

Victoria Theatre—9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.

Victoria Theatre—9.15 p.m.

TO-DAY'S EXCHANGE.

The closing rate of the dollar on demand to-day was 4s 11 1/2d.

THE WEATHER.

Forecast:—Fair. Barometer—29.77. Temperature 8 p.m.—84. Humidity 2 p.m.—83.

ENGLAND'S GREATNESS IN PEACE.

FATHER VAUGHAN'S TRIPLE ALLIANCE.

Preaching recently at Farm-street Church, Father Vaughan said that the Times, in two quite admirable leaders, had been reminding them that the whole world was waiting to see if England which had been so great in war was going to be as great in peace. It was discipline, comradeship, and work that had made her great in war, and they were the constituent elements of England's greatness in peace. That was the triple alliance in which alone they could put their trust. It had beaten into the dust the proud alliance, Might, Kultur, and Frightfulness. What was it going to achieve in the near future at home? They had a leader in their King, who was no worker in a seven-hour shift, but a worker for his people night and day.

In the old county families, too, they had a section of the community who driven to work early and late in order to make £3,000 do duty for £10,000 for what with income and super taxes and local rates and depreciation of money, their income had contracted to one-third what it was in pre-war days. In many instances they had less to spend than skilled workers at Birmingham, Sheffield, and Middlesbrough, and other great centres of industry. The gentry of England were neither "idle" nor "rich."

Continuing, Father Vaughan said he thought his brothers, the hand-workers, might do well to turn their eyes to what was being done by those old families which, say what they pleased had helped in no small measure to build England's greatness. They had freely given, like the wage-earners, of all they had, to keep the old flag flying. He claimed to know the hand-worker pretty intimately, and if only he were as reliable in his organised as in his individual capacity, we could wish for nothing better. "They are true as steel—but unfortunately they are badly led," he contended. "It would seem that some of these leaders are bent on tearing down the old social fabric and of building up on its ruins some Babel tower doomed to collapse and bury the nation in its dust heaps." The preacher hoped that the Government, with the country at its back, would strengthen and underpin the Commonwealth, and proclaim "Hands off."



From "Fragments."

IF OLE BILL WERE JUDGE.

General Sir William Busby:—Are you Bill Hohenzollern, the bloke that started muckin' Belgium about? Bill Hohenzollern:—Yah! General Sir W. B.:—Well, forty years confined to the outer limits of the Empire!

NOTICES.

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IMPERIAL MIGRATION.

A MODERN NECESSITY.

The close of the Peace celebrations compels us to consider the now burning questions of reconstruction and the arrangements for safeguarding the peace of the Empire in the future, says a *Daily Telegraph* correspondent. Britain has been a synonym for unpreparedness. She was as unprepared for peace when the armistice was signed as in 1914 she was unready for war. It therefore behoves us to devote ourselves to the settlement of those outstanding questions which make for the happiness and content of the people.

A thousand years ago the heptarchy became England instead of seven tribes. Wales was added, and Scotland completed Great Britain. The inclusion of Ireland resulted in the United Kingdom. The British Empire was, however, yet unborn. The land was there, but not the people. The only Empire Shakespeare knew was that of Rome, although he made some reference to the Indies. Now we have the potentialities of an Empire of Empires—an area almost one hundred times as great as that of the British Isles; including most of the other islands of the world, besides vast continental areas in America, Africa, and Asia; with a people who can govern alien and coloured races, subdue the soil and endure hardships and climatic variations far better than any other race. At present, however, 75 per cent. of the people are closely packed in the Homeland, and the Dominions and Colonies are destitute of population and open to attack or peaceful penetration from other races, to whom the wealth and fertility of our empty areas greatly appeal. The majority of those who left our shores in the past half-century went to other lands to live under foreign flags, and by their labour to enrich other nations and to make them great. Our surplus capital followed them, for money always follows men. Thus we have helped to make the United States of America what they are, whilst Canada and Australasia both of the same area as the States, have had to be content each with a population similar to that of New York City. If our outflow of people had been diverted to the British Dominions, the overseas armies would have been proportionately larger and the war would have lasted a shorter time.

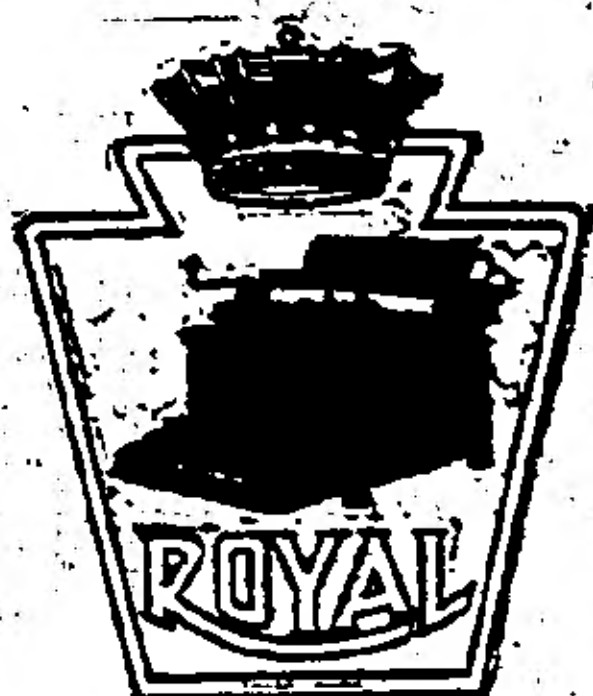
THE GOVERNMENT'S SCHEME.

We must think Imperially of the future and our reconstruction, but as these depend on population, migration must be the keynote to our programme. As was pointed out in *The Daily Telegraph* on July 15 last the British Government have offered to pay the fares for all the demobilised men of the Army, Navy, and Air Force, their dependents, and ex-service women who have served for six months and more in any of the various corps, such as the Waacs, Wrafs, and Wrens, and widows of ex-service men, are equally eligible.

The migration of women is specially clamant at the present time. Before the war we had a surplus of about one and a third million more women than men, and the war losses have brought the figure up to over two million excess females. Overseas, in 1914, the white males exceeded the females within the Empire by three-quarters of a million, against which must be placed the war losses of the Dominions of over 100,000 men, and 50,000 brides whom the Imperial troops are taking back as their "booty," thus to secure the peaceful happiness in the future for which they risked their lives and their all in the war. Yet these adjustments will leave over half a million excess males overseas, which, added to the excess females here at home, aggregate over 2,500,000 compulsory celibates within the Empire, a number greater than was our total population when the Reformation abolished monasticism, largely on account of its influence in sex segregation. At the same time, these women who have done their bit so well deserve every help that can be given them to make a fresh start where they are most needed, whereas their continuance on the labour market here is a direct menace to the employment of the partially disabled men. Their training has been—for the most part—just what is most needed in the Dominions; cooking, nursing, land work, forestry and housewifery are now better understood and known by the British womanhood than has

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been the case for at least the past century.

Dispersal, receiving, and distributing centres throughout the Empire for these women should form the best method of practical thanksgiving for peace or memorials of the dead. They would carry on the ideals for which the war was fought.

IMPERIAL VITAL STATISTICS.

When we regard the British Empire as a whole, we realise the Imperial necessity for such migration. Overseas the survival rate of births over deaths is higher than at home, and people have a better prospect of healthy and happy lives. The homes being better, slums and workhouses absent, and a fuller life assured, the proportion of A1 and C3 persons is reversed in the Dominions compared with London and other great industrial centres at home. The improvement will increase as more women migrate to help their fellow-women overseas, who are often handicapped with much service, especially when they have the care of a young family and possibly one or two farm workers (who all "live in" overseas).

The absence of class distinction, basements, and stairs will go far to counterbalance the drawbacks of leaving home. The war has given us a unique opportunity of seeing the potentialities of the development of the British race. One-third of the New Zealand troops were British born, and the proportion in the case of the Canadians and Australians was, if anything, still higher; in average height and build they were superior to similar units in the home armies. As food, housing, and employment will play so great a part in reconstruction, migration is again an—perhaps the—essential factor. It is needed to increase our food supply and so reduce prices. The migration of a million persons is equivalent to building 200,000 houses. It removes the necessity for importing vast quantities of food, as it takes the empty mouths to the source of food production. It not only leaves all vacated jobs at home for otherwise unemployed persons, but increases our home employment by stimulating the demand for our exports. It reduces both the pressure on the labour market and the consequent discontent. When, however, the happy medium of approximately Imperial standards of employment and living is reached, the desire to migrate declines accordingly. The improvement in the standard of living at home during the war is probably equal to an increase of 10 per cent. in our population. The people will not go back to the pre-war standard of food and clothing, but before the war

THE MOTORING BOOM.

BUYERS FORGING UP PRICES.

The coming of the summer holidays, disclosed to us in England as was expected, the motor-boom, says a writer in an English paper. What was not so widely anticipated was the extent of the development, for we were not prepared to see so many cars long since discarded brought into use again. The return of these vehicles to active service gives us some measure of the boom. It has only just begun. It has opened at fever heat, and is likely to continue for some time, for big as has been the volume of motor traffic these holidays it will be bigger next year, and even greater in 1921, if only because new production should by next year have got into its stride.

But much as one desires to see the motor-car fulfilling its proper function and contributing towards a wider industrial and social life, there are disquieting circumstances about the present state of affairs. In so far as prices are concerned, the purchasing public have gone mad, and are paying what can only be termed panic prices. There was bound to be some reaction after the depressing effect of the war and because of the wider distribution of wealth, but these two factors do not account for the fact that buyers have lost their heads and are forcing up the market against themselves. Big premiums are being given—up to £500 it is said—for deliveries of new models, which at the earliest cannot be obtained before August or September; second-hand cars are fetching figures that would have bought new and bigger and better cars in 1914; prices at the Government auction sales, where buying is a sheer speculation, are being run up to a very high level. This is in striking contrast with the fact that commercial vehicles at these same sales are fetching no more than a reasonable figure.

If the individual buyer alone were concerned all this would not matter much, but the effect is wider. Of course he will suffer, in time. It is sound policy when buying to have regard to the price a car may be expected to fetch second-hand. At the best, depreciation in a car is rapid, because each succeeding year's models always show some mechanical improvement, and fashion plays no inconsiderable part in the popularity of any given type. Between the car of to-day and that of 1921 depreciation will be more than normally rapid, because the forthcoming models will carry all the improvements garnered from the concentrated experience and practice of four years of war work, while two years hence prices all round will be lower.

owing to scarcity of population overseas, the Dominions did not export, collectively, as much meat, flour, fruit, wool, cotton, butter, and other primary products as we imported. The standards in Allied and neutral countries have and will improve, and thus lessen our opportunities of buying supplies from our former foreign sources, such as the Argentine and Russia. The devastation of 12,000 square miles on the Western front will increase the call of the world for food, which increase will be greater than the check on consumption due to the war losses of other combatants. Indeed, the United Kingdom is the only nation of all the belligerents which has actually increased its population during the war by the excess of checks on migration over war losses.

MIGRATION AND FINANCE.

Financially it is desirable that our imports from the Dominions should increase, and at the same time those from foreign countries should decline. Only thus can we pay our debts to America, or the Dominions reimburse us for our loans to them. Canada has become a manufacturing nation, and Australia and New Zealand will soon become more industrial, and thus have factories available for adaptation to munition factories whenever any future wars arise, and to manufacture their own raw material for home consumption instead of sending it out of their countries for treatment and then re-importing it.

We thus stand to witness either the birth of an Empire of Empires, or the end of the British pre-eminence in the Seven Seas. The alternative depends on the use or neglect of Imperial migration.

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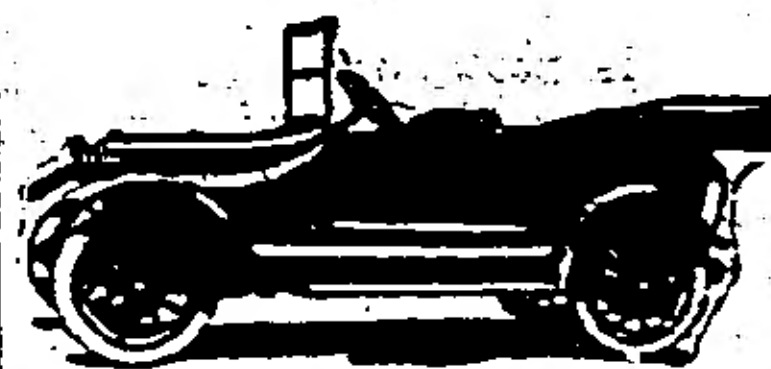
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PRODUCTION AND ECONOMY.

MR. ASQUITH ON THE NATION'S TASK.

Mr. Asquith addressed a Free Trade Union demonstration recently in Plymouth Guildhall, which was filled to overflowing. Sir Francis Layland-Barratt presided.

Mr. Asquith said—The circumstances are very grave. Never in my memory, or in the memory of the oldest person in this hall, have we been confronted with a more formidable economic situation. The capital of our National Debt has been multiplied during the war something like 12 times, and has now reached a figure between seven thousand and eight thousand millions. We have to face in the years that are immediately before us, an annual national expenditure which cannot fall short of 800 millions.

The sum that was raised by the recent loan, large though it is, will after defraying the deficit of the present year, estimated by the Chancellor of the Exchequer at £300,000,000, leave an insignificant balance of new money at his disposal, and further there is a widespread belief, credited by the reports of every fresh committee of investigation, that there is in many of our public Departments even now great and unregulated expenditure. Meanwhile, almost every week, Parliament is being asked to undertake new and costly commitments—some of them, I agree, essential for purposes of social reconstruction, many of them dubious, and even questionable, and all of them of uncertain and indefinite amount.

If we are to remain as a nation solvent, I say this to you in all seriousness, I may almost say in all solemnity: there are only two possible expedients open to us. It is clear that we and other countries cannot go on as we have been doing, borrowing our way. The expedients, and the only two expedients, are, in the first place, drastic economy in public expenditure; and in the next place—what is perhaps more unwelcome to most of us—equally drastic taxation.

PARALYSING THE MINES.

Proceeding, Mr. Asquith said that the causes for anxiety did not begin, and did not end, when the national balance-sheet was settled by the House of Commons. They were manifesting themselves in almost every department of industry. The newspapers were full of reports of strikes, actual or potential, in almost all the great productive trades of this country. He did not profess to pronounce on the merits or demerits of the dispute but in his judgment no reprobation could be too strong—he used the word advisedly, for the attempt that was now being made in the coal-mining industry to paralyse, by the withdrawal of engines and of all pumping appliances, the future resources of the mines. He believed the men responsible had no sympathy in the great world of labour.

The question, which he wished to put them and to his fellow countrymen outside, was this: What was their best hope, he might almost say their only hope, for industrial peace in the future? Was it not the growth of a conscious sense of solidarity, of common interests and of responsibilities, among all, whether they be capitalists, managers, workmen, middlemen, retailers, all who contributed in any way to the production and distribution of wealth? That could not be brought about between capital and labour without discarding many old traditions, without scrapping many old methods, without giving (he believed) an actual and a living voice to Labour in the control and carrying on of the common adventure. (Cheers.) But it was equally true that there was needed the same thing between workmen engaged in different forms and classes of production. They did not live in watertight compartments; they were all inter-related. He did not think it was necessary to raise one's voice in this country against what was called Syndicalism, which he believed has little foothold among their workmen.

In his opinion nothing could be more important than that the industrial policy of the great combinations of workmen—and the same was just as true of the great combinations of employers—should be shaped and directed not with an exclusive regard for the special exigencies of their particular trade, but from the bigger point of view which would embrace the interest of every class of producers as well, and of that still wider body, to which, after all, producers in the long run belonged—

NOTICES

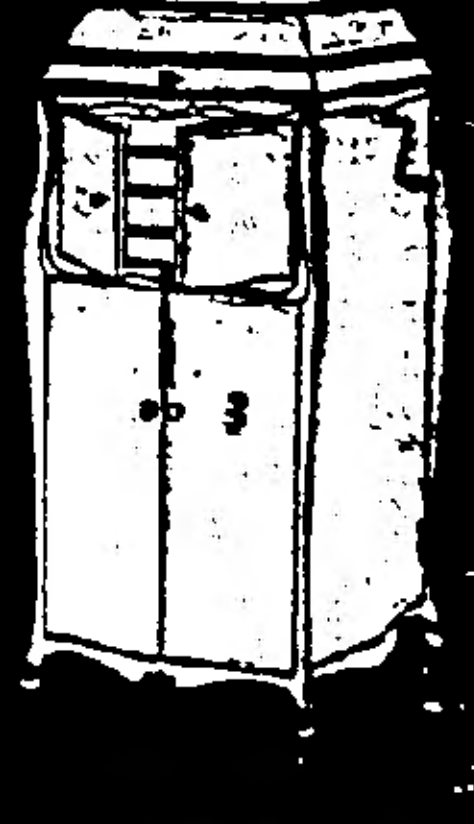
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the consuming community at large. (Cheers.)

Referring to the increase in the price of coal, Mr. Asquith said the most urgent necessity of the community at this moment was to secure such a prompt increase in the total output as would bring about a rapid decline in the cost of the first necessary of their common industrial life. The general increase in prices was largely and mainly caused by the circumstances of the war. A great deal of the food and raw material and manufactured commodities were being produced, but they could not be brought to the places where wanted, and to that extent they were worthless, because there was not sufficient land or sea transport. Then there was the enormous inflation, through the borrowing of the different countries, of currency, which had upset the whole scale of values, and had by itself and in itself cut down the purchasing power of every pound received, either by the fixed income owner or by the working man.

OPEN MIND OR LOCKED BOX.
But prices had been, and were being, artificially aggravated by the restrictions of imports, necessary to some extent during the war. They had been waiting nine months for some definite and authoritative announcement of the fiscal policy of the Government. Where was it to be found? There were two alternatives—in an open mind, or in a locked box. (Laughter.) The restriction of imports necessary for the purposes of war, had not been abandoned, and was in some instances even developed and expanded. Vested interests were being created. The influx of free imports so vitally needed, was being denounced as fatal to the interests of the British producer.

Another disquieting fact was the so-called preferential proposals of the Budget. They were trivial, and the sham approaching to a fraud. So the vicious circle went round, and the consumer had to pay two or three times as much for his food, raw material, and manufactured goods.

What was the real remedy against high prices, and of the individual hardships which the war had brought upon them?

First and foremost, public economy. They must cut down expenditure; see that they got value for their money; abolish the extravagant reign of the superman (laughter), and re-establish the old and well-tried English tradition and practice of Treasury control.

The next thing was increased and better production. He was delighted and surprised to see, in the most unexpected quarters of the Press and elsewhere, an almost daily denunciation of the old fallacy, that if a man did less work, there was more work for others to do. They would never get a maximum output from ill-paid labour, working for excessive hours under unwholesome or insanitary conditions, and without adequate provision for rest and recreation, for decent homes, and all the interest and pleasure of human social life. (Cheers.) But that most excellent doctrine ought not to be confined to the domestic sphere. Its application should not be confined by racial, national, and geographical boundaries.

The prime economic need at this moment of mankind was that production should be increased until the maximum output was obtained. What was true at home in the domestic sphere was not only equally true, but more significantly true, in the international sphere. But what was the use of increased production at home and abroad unless there were facilities for free interchange of the products of labour? The essence of Free Trade was the maximum output of production.

The best way of keeping the British Empire together, by ties not only of affection but of interest, was to allow each of its separate parts to carry out the policy it thought best. The moment they endeavoured to establish, as between different Dominions, a system of Imperial Preference they would find they had done a great deal more to destroy than to unite the Empire. They would lose their supremacy in the markets of the world, they would impoverish the people, they would handicap themselves, they would go down step by step from the position of superiority to that of

inferiority in the industrial competition of the world, unless they kept open the ports, free and fully free to the access of every kind of material, raw material, and semi-manufactured material, from whatever portion of the world it came.

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GENERAL NEWS.

COUNTESS'S FUNERAL WISE.

"I do not wish any woman to the present at my funeral, and no flowers" was an endorsement on the will of the late Eva Elizabeth, Countess of Harrington, a sister of the Marquis of Lincolnshire, who has left property of the gross value of £36,869.

OPIUM FROM INDIA.

Before the war the opium used in England for medicinal preparations and for the manufacture of morphine was obtained from Turkey and Persia. It is now established that opium suitable for medicinal use in Europe and for the manufacture of morphine can be readily obtained from certain areas in India. After the outbreak of war, the Government of India permitted the export of a certain quantity of opium to the United Kingdom for use by manufacturers of morphine. The proof that Indian opium is of much better quality than was previously supposed is mainly due to investigations carried out at the Imperial Institute. The results of recent investigations, published in the current number of the *Bulletin* of the Institute show that the average amount of morphine in 24 samples from the United Provinces was above the highest standard demanded by the British Pharmacopoeia. In fact, 19 of them were so rich in morphine that they would need dilution with lower-grade opium before they could be used for medicinal purposes in the United Kingdom. Similar results were obtained in the case of 12 samples of Benares opium.

"ZEPPELINS" FOR ALLIES.

General Seely, Air Minister, states that all German airships are to be handed over to the Allies. The number to be allotted to this country has not yet been decided. The airships will be taken over in Germany by the R.A.F. section of the Inter-Allied Aeronautical Commission of Control.

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The Hongkong Telegraph

HONGKONG, THURSDAY, SEPTEMBER 11, 1919.

BEER OR LICHEES.

Excessive drinking of alcoholic liquor is a curse to any nation. Few, if any, will deny that. But to say that a man who drinks in strict moderation is sinning, as some Church folk do, is sheer nonsense. We do not think that any Church has the right to dictate to a man what he shall and what he shall not drink, any more than it has the right to order him to abstain from eating carrots or lichees. Teetotalers are fond of quoting statistics showing the tremendous amount of money which is yearly spent on intoxicating liquors—money, they say, which could be put to far better uses. We agree that it could be better utilised, but so could the immense sums spent on, say, lemonade and chocolates. However, human nature being what it is, there will always be people who will spend money on unessential. We all do. When we do not, the Millennium will have arrived.

The question of the attitude of the Churches to total abstinence from intoxicating liquors is one that has caused a deal of discussion in the past. It is still agitating certain religious circles, for we notice that it was recently raised at the annual conference of the Wesleyan Methodist Church at Home. The matter was brought forward on a resolution by Mr. Walter Runciman, which expressed the view that, having regard to the direct responsibility resting upon the Church of Christ for the destruction of the drink evil, it was the duty of Christians to set an example of personal abstinence from the use of intoxicating liquor as beverages. An animated debate followed, for amongst those attending the Conference were non-abstainers as well as teetotalers. The type of argument used by those supporting the resolution may be judged from the following observation made by Mr. Runciman:—"What reason have we to tell people that they are going down to Hell through drink if by our example we do nothing to help them upwards?" As to the other side of the picture, one reverend gentleman said that the passing of the resolution would be "literally setting the dogs at a lot of honourable folk who are members of the Wesleyan Church." Other argument against the resolution was that no organisation had a right to impose teetotalism on anybody. Eventually a modified form of the resolution was agreed to, asserting that in view of the urgency of the question it was the duty of Christians "in the present distress" to set an example of personal abstinence.

We rather fear that this question of total abstinence in relation to Christianity is approached from narrow-minded and very prescribed viewpoints by many well-meaning and conscientious people, who are consumed by an excess of zeal in a movement which admittedly has its good points. Some of these argue that they are supported in their views by New Testament teaching, yet we never hear of such folk bringing forward a motion at a Church conference declaring it to be the duty of Christians to avoid over-eating, even though the New Testament does pronounce against intemperance in any form. We know, of course, that less harm is done by excessive eating than by immoderate drinking, but that is rather beside the point. The question which should be put to these teetotalers is whether moderate drinking does more harm or is more sinful than over-eating, for they viciously condemn the former but say nothing about the latter. After all, is not the fair-minded way of looking at this question something like this—that the use of the evil lies, not in the article itself, but in its improper use? In other words, the consumption of intoxicating liquor or of roast beef is only "wrong" when either is taken to excess. There is nothing inherently "sinful" in whisky, but there is in the drinking of it in such quantities as either to waste money or to cause bodily or mental harm. If the presence of alcohol, as some teetotalers say, is to be the standard from which the question is judged, we are afraid that these people do not exercise all the precautions they might to see that none of the contaminating fluid enters their bodies, for alcohol is present in very many so-called non-intoxicating drinks.

NOTES & COMMENTS.

THE GIVING OF CHANGE.

We do not intend here to go into the pros and cons of the subsidiary coinage question, which is far too complicated to be in any sense adequately dealt with in the space at our disposal. But there is a side-issue of it which is worth mentioning, because there appears to be considerable misapprehension existing in many quarters on the point. We refer to the notice issued by the Star Ferry Company that they cannot give change, and to the notification made by the Sincere Company that purchases of less than five dollars must be paid for in silver. Some people, who have not taken the trouble to think the matter out, have been saying that neither of these concerns have the "right" to do as they have done. The plain facts, of course, are that any business concern can do business on just what terms it pleases. If a Company decides not to act as money-changers, that is purely a matter of business policy, which may or may not be good for its business.

FREEDOM OF BUSINESS.

What most people overlook is that no-one has a right to demand change, whereas a business house can, if it chooses, ask for the exact amount of the purchase before parting with the article to be sold. Wise business people always make an endeavour to oblige their customers by giving change; it is the general adoption of this practice which has made some people think that they can insist on its observance. But if circumstances arise, whatever they may be, which makes it impracticable for a business to give change, then obviously the firm must be given freedom to abstain from the granting of it. It is not as if people were compelled to make purchases at certain shops; they can go wherever they choose to go, but they must concede to the shopkeeper the right to sell on whatever terms he thinks fit. A firm may be following a wise or an unwise policy in declining to give change or to accept notes. That is entirely its own concern. The point is that every business man is free to dispose of what he possesses on conditions of his own making. If customers do not like a particular firm's methods, they have the option of going elsewhere.

THE PARTY SYSTEM.

Mr. Walter Long regards the view that the party system in politics is dead, as mere nonsense. We agree with him. He is, of course, a Tory of the Tories, belonging to the Conservative wing of the Unionist Party. At least, this was true of him before the war, though from contact with some of the more progressive spirits of the Coalition Government he may have modified his views somewhat. It is evident, however, that his experience of Cabinet office in a mixed Government has not convinced him that the no-party system is as good as the one to which we have become accustomed. The party system has its evils and its weaknesses, we admit, but it has at any rate this advantage—that we know where we are. Certain parties stand for certain specified policies, and they give us variety of choice. We have seen how the Coalition form of government involves compromises, the watering down of policies until they become neither one thing nor the other. That is bad. In the future, issues of the utmost magnitude and importance will arise. The electors will want to vote for candidates with clear-cut ideas on these great questions. They will be able to do so under the party system, which, in politics, is what competition is in business.

LAWN TENNIS.

SATURDAY'S GAMES.

The following teams will represent the Winners against the Rest of the League of the "A" Division at the "At Home" at the Chinese Recreation Club ground on Saturday.

Winners (C.R.C.) Ng Sze Kwong and Wong Po Keung, Wong Po Kie and Lo Man Pan, Yew Man Tsun and C. Chao.

The Rest—Y. Yvanovich and G. N. Manley, Capt. Murray and Major Greenaway, A. B. Raworth and F. A. Redmond.

DAY BY DAY.

THE REWARD OF A THING WELL DONE IS TO HAVE DONE IT.

The Corinthian Yacht Club is holding its annual meeting on Wednesday, Sept. 17th, at 6 p.m.

The Rev. J. Kirk Macdonald, pastor of Union Church, was among the passengers who left by the a.s. Korea Maru yesterday.

The Rev. Father Spada, the Rector of the Rosary Church, Kowloon, arrived on Monday from Yunnanfu. He is looking much improved in health.

A Chinese coolie was to-day sentenced to two weeks' hard labour for stealing a garden hose. The defendant was seen by a European Sergeant wrapping the hose up in a cloth, near the Diocesan School, and was arrested.

Tuesday's health return showed 12 cases of gastro-enteritis (nine fatal), five of cholera (four fatal) and three of enteric (two fatal). Yesterday's return shows 12 cases of gastro-enteritis, five of which were fatal. All the sufferers were Chinese.

Mr. R. E. Lindsell yesterday afternoon discharged the Chinese who was previously fined \$200 on a charge of allowing his junk to be used for the purpose of smuggling opium. The junk had been chartered by another man and had its own master and crew aboard. Mr. Lindsell held that defendant had parted with all control of the junk.

The Chinese who wounded Sergeant Lannon with a revolver shot appeared before Mr. R. E. Lindsell again this morning. Mr. Hall appeared for the defendant. Inspector Gerrard said he thought that Sergeant Lannon would be out of hospital in a day or two. Mr. R. E. Lindsell adjourned the case till the 18th, at 11.30 a.m.

We are asked to say an entertainment, open to all, will be given at the Peak Club by some of the Peak children in aid of the Ministering Children's League entitled "The Night Nursery" on Wednesday, September 17th, at 5 o'clock. Tickets, \$1 and children 50 cts., may be had from Mrs. Hay, 139A Peak (Telephone No. 2122); Mrs. Dodwell, 105 Peak; Mrs. Crockett, 17 Peak Road; also from Messrs. S. Moutrie & Co.

At the Police Court to-day, a Chinese was charged before Mr. N. L. Smith, with attempted suicide. Inspector Cashman said that if it had not been for a district watchman, defendant would have been drowned. Accused stated that he wanted to put an end to his life, because he had no money and no food. Mr. Smith sentenced the man to 14 days' hard labour, and bound him over in a personal bond of \$50 to keep the peace for six months.

A Chinese girl was to-day charged, before Mr. R. E. Lindsell, with unlawful possession of 24 taels of opium. A Chinese revenue officer gave evidence that whilst he was on duty yesterday in Connaught Road, he saw a launch, come alongside a wharf with passengers and luggage. He then saw some boxes and baskets being deposited on the wharf. Defendant was called upon by some people to identify her luggage. The witness went up and searched her basket and inside a pillow he felt a hard lump. He cut it open and found a package. When he had found the first package, he took her to the Inspector. They then found several packages of opium. Defendant stated that there were two men who were in love with her. One of them got angry with her, because she went with the other, so he had put the opium in her luggage for revenge. Mr. R. E. Lindsell fined her \$350, or three months.

£180,000 WILL IN 100 WORDS.

Sir Frank Crisp, senior partner in the firm of Ashurst, Morris, Crisp and Co., solicitors, of Throgmorton-avenue, E.C., and a great authority on company law, left estate valued at £179,213 gross, and his will was made on a sheet of notepaper, and contained less than 100 words.

MUSICAL JOTTINGS.

(BY "ENHARMONIC.")

We had almost forgotten, in Hongkong, what the sound of a decent brass band is like. Our memories have been refreshed, however, during the past week or so by the strains of the Band of the U.S.S. Brooklyn. Perhaps Admiral Rodgers will give the general public an opportunity of hearing the band at a closer quarters, in due course.

M. Skarlevsky left for Manila, last Tuesday, by the a.s. Taming. After giving a short season of recitals, there, the pianist will return to Hongkong, and will give a further series of concerts at the Peak Club, the Dutch Club and the Theatre Royal.

I learn that during his previous visit to Manila, M. Skarlevsky created a very favourable impression upon the Filipinos and he was besieged by some of them who were in quest of lessons, with which requests he complied, as much as he was able. It was also suggested to him that he should accept the post of Director of the Manila Conservatoire.

When properly trained, the Filipinos make fine musicians from the point of view of combination of effort. As an example of this, Hongkong music lovers will no doubt remember Captain Love's brass band, which played here and also in Shanghai, whilst on the way to the San Francisco Exposition. The playing of this band, under Captain Love's baton, was a revelation.

The programme of the organ recital to be given by Mr. J. W. White at St. John's Cathedral on the 23rd inst., looks very attractive and should draw a good attendance. Another attraction is Mr. A. E. Paine, who will sing two solos. Again I would emphasise the need for support of these two gentlemen, both of whom are true musicians. They give up a large portion of their spare time that others may enjoy good music, and surely the least we can do is to give tangible evidence of our appreciation by attending the recital.

The following is a continuation of the notes on Memorising Music, appearing in a Home paper, the first portion of which I referred to a couple of weeks back. The concluding portions of the article deal with analysis, sight and emotion, all of which I will deal with in due course.

TOUCH.

This is purely mechanical and cannot in itself be controlled by the will; therefore touch must be looked upon as a means to an end and not the end itself, as is too often supposed. In his faculty, which in most players is the strongest, two things are necessary—namely, good fingering and good technique.

Ex. 1. Mark out the fingering of all difficult passages to ensure correct repeated actions of the fingers, as repetition begets habit and habit in time becomes subconscious.

Ex. 2. As you are making tone, decide upon the correct positions and movements of the hands and arm and always play the same way, as you are thus recording "touch sensations" to be drawn upon in your future interpretations.

Touch is a good servant but a bad master; so we do not, as already indicated, place too much reliance upon it. By all means develop it, but only as part of the scheme.

HEARING.

Of late years, the importance of ear tests and musical dictation has become duly recognised as a necessity for every musician's equipment. You may not possess that rare gift of "absolute pitch," but you can nevertheless train your ear to a high degree of perception. Like everything else it only requires a little trouble and will amply repay the amount of work spent upon it. Here are some advanced ear tests:

Ex. 1. Get a friend to play two or three tunes on the piano forte, short phrases of single notes, and put them to paper, afterwards comparing with the original melody. The key and time may be announced before-hand in the first few attempts.

Ex. 2. Similarly, try unknown passages in two or three parts.

Ex. 3. For four-part work there is ample variety in the modern hymn tune or chant, first writing the melody and bass and after-

FOOTBALL.

HONGKONG PREPARING FOR NEW SEASON.

The annual general meeting of the Hongkong Football League will be held at the R.G.A. Recreation Room, Victoria Barracks, at 5.30 p.m. sharp on Monday next, the 15th inst. The following business will occupy the attention of the meeting:

Minutes of last general meeting.

Election of officers.

Alteration of rules.

Receive entries and make arrangements for coming season.

The meeting will be followed by the annual general meeting of the Hongkong Football Association and the business of the meeting will be practically a repetition of the former. Each Club is entitled to send two representatives, and others interested in local football are invited to attend.

It is hoped, for the good of the game generally in the coming season, that there will be a large attendance, as the appointments of officials made at this meeting are of the utmost importance, and suggestions are welcomed by the provisional officials who have convened the meeting.

It is regretted that there are not more candidates for the position of Official Referee at these meetings, especially when it is considered what a number there are amongst the spectators during the playing season who appear to have so much better knowledge of the game than the official controlling it. A strong attempt will be made this season to form a capable Referees' Board, and gentlemen with previous experience in this direction will be obliged by forwarding their names to the Hon. Secretary, Mr. Rasmussen.

Master Gunner May is still in the Colony and is one of the oldest remaining Hongkong F. A. officials, and to him in all probability will be entrusted the duties of the United Services League as in former years if the Clubs are strong enough to warrant its formation, and also as member of the H. K. F. A. and Referees' Board he will be of great service this year. It is to be regretted that the Rev. C. B. Shann, who took such a prominent interest in local football last year, is away from the Colony now and may not be back during the season.

QUIZ.

THE GYMKHANA.

PONIES OF DOUBTFUL WORTH.

The next Gymkhana is to be held on the 11th of next month. There is at present slow training and the Larsen griffins are on the course. Subscribers seem to be satisfied with the appearance of them.

It is to be hoped that the Committee of the Gymkhana Club will institute a race specially for these animals at the last Gymkhana, which is to be held about the first week of November.

A once-round race of Larsen Stakes should meet with a ready response from owners, and would no doubt be well-filled.

There are a few new ponies in the Colony from Shanghai which will be competing in the next Gymkhana, but they are unknown quantities. They will thus make things better for the pari-mutuel.

wards adding the inner parts. This will be found rather difficult at first, but be determined to master it and you will succeed.

APPLICATION.

Apply the principle of ear training to your selected piece for study. Here is an exercise which is most useful in bringing this faculty into play:

Ex. 1. Play two or three bars over at a time; then close the eyes and imagine that you can still hear what has just been played. Work through the whole piece in this way several times until you can at last hear the whole from beginning to end without playing a single note. Later, when the faculty of analysis has been developed, your ear will accustom itself to recognising different chords. Always listen acutely, whether you are playing yourself or someone is playing for you.

TO-DAY'S MISCELLANY.

Mr. Edward Poynter's death recalls the marriage romance of the three sisters Macdonald. They were the daughters of the Rev. John Macdonald, who some 60 years ago was a Wesleyan minister at Burslem. One of the trio married a rising young artist named Poynter, who was to become President of the Royal Academy. The second was wooed and won by Burne Jones, destined to achieve not less fame. The third Miss Macdonald marrying Lockwood Kipling, then a designer in the Pottery, accompanied him to India, where was born to them a son, Christopher Rudyard. Is there any parallel to the careers of these sister-children of a Methodist parsonage?

At a meeting of the Devonshire Association complaints were heard about the filching of church plate in bygone days. The collection of Crown plate has suffered in the same way. Henry VIII. possessed a gold dinner service, far more valuable and magnificent than the service made for George IV, which is now used at State banquets. This service was taken to Holland by William III. for a grand dinner he was giving at The Hague. It was never brought back to England, and is now included in the Dutch Crown plate. Charles II. caused each piece of the service to be engraved with his arms as King of England, Ireland, Scotland, and France. By order of the late King of Holland these arms were erased and replaced by the Dutch Royal arms.

It was in 1802 that the Duke of Richmond established his own select race meeting at Goodwood, his object being to fill the gap caused by the discontinuance of the racing conducted at Petworth by the Earl of Egremont. Gradually Goodwood came to be regarded as marking the close of the London season, and next year, no doubt, it will resume this time-honoured function. This year the racing on the Downs will serve largely as a memory-reviver, for five years ago, when the meeting was last held, Europe was on the verge of war. On the opening day news was received that Austria had declared war on Serbia, and it was not long before a realisation of the meaning of that step spread through the racegoers, who gradually abandoned the stands and returned to town—or du y.

The retirement of Mr. R. J. Lister from the Librarianship of the Board of Trade draws attention to one of the large administrative libraries of London for which the public pays, but of which it knows very little, since they are intended almost exclusively for the use of the Ministers and officials of the Departments to which they are attached. Some of them are very extensive, the Library of the Foreign Office, for instance, comprising over 75,000 volumes, and that of the War Office over 80,000. The Board of Trade Library is much less extensive than these, partly on account of the fact that some 40 years ago a large and valuable collection of economic books and tracts, ranging from 1625 to 1850, was turned out to be sold as waste paper. Fortunately for the student, the librarian of the Foreign Office intervened, and had the collection transferred to his care.

The quaint old bow-windowed chop house in Change Alley known to thousands of City men as "Baker's," was very sad a few evenings ago (states the writer of "The Londoner's Diary" in the *Evening Standard*). The sword of Damocles, which has been hanging over the old place during the war, and was only kept suspended because there were no workmen to cut the horsehair, fell with a crash yesterday. When I dropped into "Baker's" I found a sort of wake in progress. A number of City men had taken possession and were draining glasses to the good luck of "Baker's" in the Elysian Fields, where it will meet thousands of old friends who perhaps need good cheer. For 250 years "Baker's" has worked valiantly in the cause of hungry humanity, and it might have continued to do so if a near-by bank had not bought the site in order to extend itself. The London City man may seem a hard commercial being; but he loves his old haunts. They are part of his life, and his grandfather, a poor man, poorer by the loss of "Baker's."

NOTICE

MERCURY GARAGE CO.

MOTOR CARS FOR HIRE.

TELEPHONE 977.

NEW RESCUE TUG.

LAUNCHED TO-DAY AT KOWLOON.

The Hongkong and Whampoa Dock Co. Ltd. launched at their Oceanopolis Dock to-day, the "St. Monance," the third of the rescue type tugs contracted to be built for the British Government. A fourth tug, to be named "St. James," will be launched at an early date.

The "St. Dominic" and "St. Sampson," sister ships to the "St. Monance," proved very successful on trial, and tests performed under direction of the Chief Constructor, Navy Yard, showed ample stability in each condition of loading. War Regulations not now being enforced, slight modifications have been made to the accommodation for officers and crew, to store rooms, &c., from the design adopted for the earlier tugs.

The "St. Monance" is a steel single screw ocean-going tug built to Lloyd's requirements, and special survey of their representative Mr. J.S.R. Gardiner.

The dimensions are as follows, viz.—Length overall 143'3", length between perpendiculars 135'0", breadth extreme 30'7", breadth moulded 29'0", and depth moulded 16'11/2"; the gross tonnage being 451 tons, under deck tonnage 393 tons, and Net tonnage 35 tons.

Accommodation is provided for Captain, Chief Engineer, and Officers, in the top-gallant forecastle which is 32 feet long, for petty officers and crew on the lower decks forward and aft. A large teak house is fitted at the after end of forecastle deck, providing a well-furnished cabin, and chart and wheel house and above the house a second steering position with most up-to-date fittings, signalling apparatus, and searchlight. Provision is made for wireless telegraphy, but the installation is not being proceeded with as in the "St. Dominic" and "St. Sampson".

Compartments providing ample stowage for salvage gear, provisions, and ship stores, are arranged at the fore end of vessel. A steam windlass for 1 1/8" cable is fitted on the forecastle head, a powerful steam capstan on the upper deck aft, and a 6" x 6" steam steering gear in a steel house on deck abaft the machinery casing. The quadrant filler is operated by chain having an easy lead to steering gear.

Above the quadrant a deep-sea salvage anchor is stowed on a specially designed platform. Water ballast can be carried in the fore and after peak tanks, the capacity being 62 tons, and 21 tons boiler feed water and 6 1/2 tons fresh water in double bottom tanks.

A cross bunker for 105 tons of coal, and port and starboard side bunkers for 140 tons, are amidships, this position being most suitable for trim. The cross bunker dividing the engine and boiler rooms, permits an arrangement of machinery casings such that the towing hooks are fitted amidships and as low as possible. The position also permits a good derrick swing over engine room, the steel mast being housed within the towing position.

The machinery spaces being separated, communication is provided by a tunnel through the cross bunker.

The total length of machinery spaces and bunkers is 77 feet or 57 per cent of the length of tug.

The machinery consists of two cylindrical return tube boilers 12'6" diameter x 11'0" long, having a working pressure 180 lbs. per square inch, fitted with Howden's Forced Draught, supplying steam to one set of Triple Expansion Surface Condensing Engines having cylinders 18", 29" and 48" dia., and 33" stroke.

The Auxiliaries consist of two Weir's pumps with float tank arrangement, each pump capable of feeding the boilers at full power, a Drysdale centrifugal pump for circulating the condenser, general service pump of the duplex type, and on a raised platform at the aft end of engine room a Weir's evaporating and distilling set of machinery is fitted, capable of making ten tons of fresh water per day.

Upon completion a four hours full power trial will be run over the Admiralty Course, Aberdeen, also circle, turning, astern, manoeuvring, and anchor trials. The sister ships, "St. Dominic" and "St. Sampson," easily maintained a speed of 12 knots per hour on trial, the machinery developing 1,200 indicated horse power.

The launching ceremony was gracefully performed by Mrs. E. G. Kennett.

NOTICES

DAIRY FARM NEWS.
FRESH MILK

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Without fresh milk children cannot thrive.

The purity and quality of our milk is guaranteed.

Beware of adulterated and impure milk.

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DUTCH SHIPPING.

JAVA-CHINA-JAPAN LINE.

The report of the Java-China-Japan Line for 1918 states that on October 1 the company repaid to the Treasury the subsidy it had received in the course of the year, and thereby brought its agreement with the Government to an end. Throughout the year the freight market was high, a fact which is reflected in the financial results, while there was also a considerable revenue from the payments for requisitioned ships. Traffic on the Java-Pacific route was resumed in May with the diminished fleet, but owing to various export restrictions the ships were unable for some time to obtain full cargoes. The transport of sugar from Java to Vancouver formed a welcome addition. After the signature of the armistice the United States Government issued a considerable number of export permits, but in spite of this it was found impossible to ship the quantities of goods accumulated at San Francisco with sufficient speed, but as soon as this difficulty has been overcome, traffic in both directions resumed its regular course.

The prospects for the immediate future, the report continues, are uncertain, owing in particular to the competition of foreign lines, which is developing via Singapore, as well as to the raising of the railway rates in America to and from San Francisco, whereby New York has been given a larger share in the import and export trades of the United States. Lately, moreover, there has been a noticeable reduction in Pacific cargoes.

The tonnage, which was left to the company after the requisition for the service to China and Japan was not sufficient for the maintenance of a satisfactory means of communication, and the Royal Packet Company, the Nederland and the Rotterdam used these routes in 1918 to fill up their time, while Japanese shipping showed a considerable development. The financial results, of the company's China and Japan services are being more and more affected by higher working expenses, together with the considerable increase in the price of coal and fuel oil. Orders have been given to the Netherlands Shipbuilding Company of Amsterdam for the construction of two steamers specially intended for the Java America traffic. The building of the company's harbour works at Macassar is approaching completion. In conclusion the report says that although the economic basis of the company's business justifies optimism regarding the future, it is necessary to make the financial position as strong as possible in order to keep pace with the increasing competition, and for this purpose the sum of 7,000,000 florins is being placed to the reserve fund.

BIG EMPRESS BOAT.

The Empress of France, formerly the Allan Line str. Alsatian and later converted into a cruiser by the British Government, will start on her maiden trip from Quebec to Liverpool for the Canadian Pacific Ocean Services on October 10. The liner is one of the most palatial on the Atlantic and is larger than either of the C.P.S. Empress etc. liners.

NOTICES

The Well-Dressed Man
THE WELL-DRESSED MAN

WHO KNOWS THE VALUE OF A GOOD APPEARANCE PAYS CAREFUL ATTENTION TO THE QUALITY, CUT AND PRICE OF HIS CLOTHES.

HE APPRECIATES A GOOD TAILOR BECAUSE HIS TASTES ARE UNDERSTOOD.

YOU WILL BE MORE THAN SATISFIED IF YOU GO TO

J. T. SHAW

21 HONGKONG HOTEL BUILDINGS.

THE "HAUROTO."
SHIPPING JOURNAL'S CRITICISM.

Shipping and Engineering (Shanghai) has the following article in its issue of the 5th instant:—

The refusal of the Government of Hongkong to take steps to ascertain whether the s. Hauroto or any of her crew are still above water and capable of being succoured, has aroused a considerable amount of adverse criticism in shipping circles where the indifference of the Navy to the safety of the lives of those in the Merchant Service is keenly resented.

It will be remembered that the Hauroto left Saigon with a full cargo of rice and three hundred souls on board, among whom were the British master, chief and second officer, and chief and second engineer. On July 30, a typhoon of great intensity swept over the China Seas across the track the Hauroto would have to make and when, instead of the six or seven days usually occupied by the passage, a fortnight had elapsed and nothing had been heard of the vessel, her owners became anxious and requested the Naval authorities to send a cruiser in search of her they were told that no vessel was available.

That the typhoon which she must have encountered was of a most destructive character was proved by the experience of the s.s. Phœbe which, leaving Saigon about the same time, encountered the blow North of the Paracels and, her steering gear becoming disabled and her engine-room flooded, she drifted for several days being only brought through by the magnificent seamanship of her master, aided by his officers and assisted, probably, by an amount of good fortune that may have been lacking in the case of the Hauroto. The Phœbe, during the five terrible days that she lay disabled in the track of the typhoon, drifted right through the Paracel Group, her steering gear disabled, the water in the stokehold nearly up to the level of the furnaces and her decks awash in the vicious seas that were being hurled against her. Occasionally, when a reef was sighted under her lee a few kicks ahead were got from her engines and she managed to get clear. The excuse of the Navy has been that there is no gunboat or cruiser in commission nearer than H.M.S. Cadmus at Weihaiwei and, apparently, the amount of coal involved in bringing her from there, or in ordering up a cruiser from Singapore is greater than the value of the lives of merchant seamen who sacrificed themselves so freely during the war. Apart from the absence of a cruiser in commission, an absence that is in itself open to grave criticism, there lay in the Naval Dockyard of Hongkong a cruiser being refitted which, in a few days, could have been made ready for such a mission of peace, even though she were sent away with a nucleus crew. More, there lay in Hongkong Harbour two completed rescue tugs, fitted with wireless, which had been built for just such a purpose toward the close of the war. These also had no crew and whether sufficient naval ratings were available to man one of them is immaterial, for sufficient merchant seamen and engineers were prepared to man her to go in search of their brothers in distress. Yet the Navy could not see its way to despatch a vessel to search for the missing ship!

It is to be hoped that the Hauroto has foundered and carried all her human freight to a swift and merciful death rather than that she is still afloat with her starving crew waiting for the succour which will never reach them.

MERCANTILE
MARINE.

CHINA COAST CHANGES.

Shipping and Engineering notifies the following China Coast changes:—

Captain H. A. Wavell, of the Ngankin, is on leave.

Captain F. Newcombe, from leave, has gone master, Ngankin.

Mr. A. V. Winckler, second officer, Fatsan, has gone second officer, Huichow.

Mr. W. Runsen, second officer, Huichow, is on reserve.

Mr. J. Turner, second officer, Chekiang, is on reserve.

Mr. D. Jones, from reserve, has gone second officer, Chekiang.

Mr. J. Anderson, chief engineer, Fengtien, is on reserve.

Mr. J. L. Manthie, from reserve, has gone chief engineer, Fengtien.

Mr. R. K. Burns, from leave, has gone second engineer, Kweilin.

Mr. J. Matthews, second engineer, Kweilin, is on leave.

Mr. J. Hay, acting second engineer, Kweilin, has gone third engineer, Fengtien.

Mr. C. Reed, acting chief engineer, Shinon, has gone second engineer, Kaiping.

Mr. T. J. Collier, second engineer, Fengtien, is on leave.

Mr. J. M. Morren has been appointed supernumerary second officer, Wingsang.

Mr. F. C. Everett, from leave, has gone chief officer, Loongwo.

Captain L. A. Muir, of the Lienshing, is on leave.

Mr. W. Cullen, chief officer, Lienshing, has gone acting master, same ship.

Mr. J. Cartwright, from reserve, has gone chief officer, Lienshing.

Mr. E. J. Ellefsen, second officer, Hsinchi, has gone acting chief officer, Toonan.

Mr. A. T. Goldewyk, from reserve, has gone second officer, Hsinchi.

Mr. E. D. Zammatic, from reserve, has gone second engineer, Hsinchi.

Mr. C. E. Howard, second engineer, Hsinchi, has gone second engineer, Kianghsien.

Mr. C. Manus, chief officer, Wollowra, has resigned.

Captain De La Sala of the Phœbe, has resigned.

Mr. F. E. Hamilton, chief officer, Suisang, has gone acting master, Phœbe.

Mr. J. T. Platts, from reserve, has gone chief officer, Suisang.

Captain H. Cass, from reserve, has gone master, Cardium.

Captain W. E. Jones, of the Cardium, is on reserve.

Mr. P. C. Hutchins has been appointed second officer, Phœbe.

THE BANVARD CASE.

JUDGMENT GIVEN FOR PLAINTIFF.

Judgment was given this morning by Mr. Justice Melbourne in the case, heard in chambers, in which Mr. W. R. Horley, proprietor of the Banvard Musical Comedy Co., sued Mr. Robert Ryles, a former member of the company, for \$1,000 for breach of contract.

His Lordship said he had looked up all the authorities quoted by Mr. Mattingly (for plaintiff) and Mr. Beavis (for defendant) and he was of opinion that the contract under which defendant was engaged began on the date the Company left San Francisco, which was February 14, 1919, and that a breach of contract had been committed. He gave judgment for plaintiff for \$1,000 and costs.

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MAURITIUS, EAST & SOUTH AFRICA,
RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR

LONDON via SINGAPORE, COLOMBO,
PORT SAID & MARSEILLES.

S.S.	leave Hong- kong about	Due Marseilles about	Due London about
NACOMA	11 Sept. 11 a.m.	15th Oct.	24th October.

FOR SINGAPORE, COLOMBO & BOMBAY.

S.S.	leave Hong- kong about	Due Bombay about
DILWARA	7th Oct.	26th Oct.

FOR CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S.	leave Hong- kong about	Due Calcutta about
ARRATON A.	10th Sept. 8 a.m.	30th Sept.

FOR SHANGHAI, MOJI, KOBE & YOKOHAMA.

S.S.	leave Hong- kong about	Due Yokohama about
KHIVA	26th September.	9th October.

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SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern
Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

* FUSHIMI MARU ... Monday, 22nd Sept., at 11 a.m.
(Omitting Manila & Shanghai).

KATORI MARU ... Tuesday, 14th Oct., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez,
Port Said & Marseilles.

IYO MARU ... Friday, 19th Sept., at Noon.

ATSUTA MARU ... Friday, 3rd Oct., at Noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 24th Sept., at 11 a.m.

NIKKO MARU ... Wednesday, 22nd Oct., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroan, San
Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

KOSOKU MARU ... Thursday, 11th Sept.

HWAHWA ... Saturday, 20th Sept.

CALCUTTA & RANGOON via Singapore & Penang.

YETOROFU MARU ... Tuesday, 16th Sept.

TSURUGA MARU ... Tuesday, 30th Sept.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Sunday, 21st Sept., at 11 a.m.

AKI MARU ... Saturday, 18th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAGA MARU ... Thursday, 18th Sept., at 11 a.m.

YOKOHAMA MARU ... Thursday, 2nd Oct., at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, etc.).

WAKASA MARU (London, Antwerp & Rotterdam) End of Sept.

TSUYAMA MARU (Marseilles & Liverpool) Thurs., 2nd Oct.

* DELAGOA MARU ... Middle of October.

* (London, Antwerp & Rotterdam)

TOYOOKA MARU ... (Marseilles & Liverpool) End of Oct.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 293 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA.

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SIBIRIA MARU 11th Oct.

SHIMO MARU 30th Oct.

PERIA MARU 10th Nov.

KOREA MARU 10th Nov.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU

SAN FRANCISCO, SAN PEDRO, SALINO CRUZ.

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SHIPPING NEWS.

WIRELESS ON SHIPS.

On the Report stage of the Merchant Shipping (Wireless Telegraphy) Bill, as amended in Standing Committee, Mr. Chadwick moved in the House of Commons recently an amendment to omit the word "seagoing" from clause 1, which provides that every seagoing British ship registered in the United Kingdom, being a passenger steamer or a ship of 1,600 tons gross tonnage, or upwards, shall be provided with a wireless telegraph installation. Colonel Leslie Wilson (Parliamentary Secretary, Ministry of Shipping), resisted the amendment, suggesting that it was quite unnecessary. Mr. Sexton urged that now such apparatus was in existence, the real object of which was to call assistance to vessels in distress, no loophole should be left, and no opportunity be lost to fit every vessel that could be fitted with the apparatus. Mr. Lindsay hoped the Government would reject the amendment. Colonel A. Murray argued that if the word "seagoing" were left in the Bill it would mean endless litigation. On a division the amendment was defeated by 229 votes to 55. The Report stage of the Bill was concluded, and it was read a third time.

THE STATE AND SHIPPING COMPETITION.

On business grounds there is a good deal to be said for the point now being made by shipping managers that in introducing the Merchant Shipping (Wireless Telegraphy) Bill the Government have adopted a procedure not without danger to the interests of British shipping. This Bill, which brought from the House of Lords recently and has been reported for third reading in the House of Commons, makes compulsory a wireless installation for all vessels of 1,600 tons gross and upwards, and also for all ships carrying 12 passengers. As to such questions as the desirability of applying the provisions of the Bill to coasting vessels, which are never far from land, and of requiring every ship to carry an operator (who may have extremely little to do in normal times and may thus set an unsatisfactory example to the crew), there seems clearly to be room for widely divergent opinions. But the main point of the criticism is that the Government did not first conclude an agreement on the subject with the Governments of the self-governing Dominions of the British Empire and of the principal maritime nations to lay similar obligations on shipping owned in these countries. This point was made in Committee, and, in reply, Mr. Bridgeman, for the Board of Trade, contended that the adoption of a policy of first consulting other Governments would have prevented the nation from setting an example to other countries in the immediate introduction of wireless telegraphy in shipping, and he could not think that the Committee would wish that this country should be unable to do what it thought was right until every country was able to do the same. He expressed his willingness to amend the Bill, so that three months after its operation its provisions should apply to the ships of the Dominions and other nations using British ports, which was done. It may be recalled that after the sinking of the Titanic in 1912 there was no hesitation on the part of nations in participating in an International Convention on Safety of Life at Sea, and conclusions were reached to which each nation undertook to adhere. There would have been no solid body of criticism among British shipping managers of the provisions of the present Bill on the ground of cost if they knew that foreign steamship owners were meeting similar obligations. The feeling on the subject has been fanned by the statement made in Committee that the cost of an approved Marconi apparatus was something like £1,000, for in the lean times which may be expected to occur again an addition of £1,000 to the cost of equipping a small British cargo steamer, as compared with a small foreign-owned vessel, may represent a formidable item. A letter from Mr. Godfrey Isaacs, managing director of Marconi's Wireless Telegraph Company, indicating a lower cost, suggests a much less serious position. But it does not affect the contention that in these days of strenuous competition—adhesion of other countries to questions of principle affecting commerce, where additional cost is involved, is most desirable.

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Hongkong Sept. 11, 1919.

Agents.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	To
Tjitaroom	Java	in port	10th Sept.	Shanghai
Tjimanoeck	Java	in port	12th Sept.	Java
Tjipanas	Java	in port	15th Sept.	Japan
Tjibodas	Java	in port	15th Sept.	Japan
Tjilwong	Japan	28th Sept.	15th Sept.	Java
Tjilalip	Japan	28th Sept.	30th Sept.	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574.

York Building.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Quinnebaug	Medina	FRI. 12th Sept. at 1 p.m.
Huabong	J. W. Evans	TUES. 16th Sept. at 1 p.m.
Haitan	A. H. Stewart	FRI. 19th Sept. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
STRAITS & Calcutta	Namsang	Fri. 12th Sept. at 3 p.m.
MANILA	Yuen-sang	Fri. 12th Sept. at 3 p.m.
SHANGHAI via Ningpo	Kwong-sang	Sun. 14th Sept. at d'light.
SHANGHAI	Wong-sang	Tues. 16th Sept. at d'light.
KOBE	Chak-sang	Wed. 17th Sept. at 5 p.m.
SHANGHAI	Choy-sang	Thurs. 18th Sept. at d'light.
STRAITS & Calcutta	Kwai-sang	Fri. 19th Sept. at 3 p.m.
MANILA	Loong-sang	Fri. 19th Sept. at 3 p.m.
SANDAKAN	Hinsang	Sat. 20th Sept. at noon.

CALCUTTA LINE.—This line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailing from both ports every Friday.

HAIKONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haikow when circumstances permit.

BORNEO LINE.—Callings per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kaitai, Tientsin, Loochow, Tientsin and Loochow.

TIENSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin calling at Weihaiwei and Chiaofoo.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

REGULAR SAILINGS OF MAIL STEAMERS FROM HONGKONG TO AUSTRALIAN PORTS.

Steamers.	For	Date of arrival	Date and Time of departure.
"ST. ALBANS"	Melbourne, via Queen- land Ports	7th Oct.	Early Nov.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Traveling.

A fully qualified Surgeon and Stewards are carried on each vessel.

For Passage Rates and Further Particulars Apply To:

GIBB, LIVINGSTON & CO.,

AGENTS.

CP OS

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (*Moji) Kobe & Yokohama)

FROM DUE

STEAMERS.	HONGKONG.	VANCOUVER.
Empress of Asia	Oct. 2	Oct. 20
Empress of Japan	Oct. 15	Nov. 5
*Monteagle	Oct. 19	Nov. 12
Empress of Russia	Oct. 30	Nov. 17
Empress of Asia	Nov. 27	Dec. 15
Empress of Japan	Dec. 10	Dec. 31
Empress of Russia	Dec. 25	Jan. 12
*Monteagle	Jan. 1	Jan. 25

Passage Rates Hongkong to United Kingdom.

EXPRESS OF RUSSIA	Gold	EXPRESS OF JAPAN	Gold
16,800 Tons Reg.	1491	10,700 Tons Reg.	1436
16,800 Tons Reg.		10,700 Tons Reg.	

Rates subject to change without notice.

Regulations for Passage for Season 1920 now being made.

For particulars regarding passage rates, sailing and reservation of accommodation, also

handbooks and descriptive literature apply to

P. D. SUTHERLAND, GENERAL AGENT.

Phone 752. FARMINGHAM STREET, HONGKONG.

Phone 42. GENERAL AGENT.

CANADIAN PACIFIC

OCEAN SERVICES

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

Operating the new First Class Steamers

"ECUADOR," "VENEZUELA" and "COLOMBIA."

Hongkong to San Francisco,

via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.

The most Comfortable Route to America and Europe.

Sailings from Hongkong at noon.

S.S. "VENEZUELA"	10th September.
S.S. "ECUADOR"	8th October.
S.S. "COLOMBIA"	5th November.

These steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS & Large Comfortable Staterooms (all single and two berths only.)

The Safety and Comfort of Passengers is our First Consideration. Special care is given to the cuisine, and the attendance on passengers cannot be surpassed. Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.

For further information, rates, literature, schedules etc.,

Apply to—

Company's Office in

Telephone No. 141. ALEXANDRA BUILDING, Chater Road.

BANKER & CO.

WEST RIVER PASSENGER SERVICE.

The M. S. "KONG MING" (Captain Wilks), will leave the Yeung Tai Hing Wharf (Connaught Road West) at 5 p

NEW ADVERTISEMENTS.

G. R.

NOTICE.

Permission given by His Excellency the Officer Administering the Government under section 10 of the Travellers Restriction Ordinance 1915.

On and after the 8th day of September, 1919:

(1.) Persons who are in possession of such passports as are hereinafter mentioned and produce the same hereinafter mentioned are permitted by His Excellency the Officer Administering the Government to leave the Colony without a pass from the Captain Superintendent of Police.

(2.) A British subject is permitted to leave the Colony, without a Police Pass, provided that he has in his possession a valid passport which has been issued or renewed within the last two years and provided that he produces such passport, on demand, on board of and prior to the departure of the steamer by which he is leaving.

(3.) A Subject of a Foreign Power is permitted to leave the Colony without a Police Pass, provided that he has in his possession a valid passport granted by or on behalf of the Government of the Country of which he is a subject, and provided that he produces such passport on demand, on board of and prior to the departure of the steamer by which he is leaving.

2. A person arriving in and leaving the Colony by the same steamer is permitted to leave the Colony, provided that he has such valid passport as aforesaid and provided that he produces such passport, on demand, for examination on board, both prior to the arrival of the steamer in the Colony and prior to its departure from the Colony.

3. Members of ships crews are permitted to sign on without obtaining a permit from the Captain Superintendent of Police.

Note.—1. All persons, who are either without a passport or without such a valid passport as above mentioned, must continue to comply with all the provisions of the Travellers Restriction Ordinance, 1915.

2. To prevent delay in sailings, Shipping Companies should satisfy themselves that intending passengers have the necessary passports, aforesaid in their possession.

All persons with certain exceptions who remain in the Colony for more than 7 days, are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particular required may be obtained at the G. P. O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

E. D. C. WOLFE.

C. S. P.

Hongkong, 5th September 1919.

NOTICE.

HONGKONG CORINTHIAN YACHT CLUB.

The Annual General Meeting of the above Club, will be held at the Club House on Wednesday September 17th 1919 at 8 p.m.

H. C. RESKER.

Hon. Secretary.

Hongkong, 10th September, 1919.

G. R.

NOTICE.

The Public is hereby notified that on and from Tuesday September 16th, several important alterations will be made in the Timetable.

Timetables will be available on Saturday, 13th instant, and may be had on application at all stations and at the Head Offices, Kowloon and Canton.

By Order.

ROBERT BAKER.

Manager.

Kowloon, 11th September, 1919.

NOTICE.

DOUGLAS STEAMSHIP CO. LIMITED.

The Ordinary General Meeting of the above Company will be held at the Company's Offices at Noon on Saturday the 27th inst. 1919.

The Transfer Books of the Company will be closed from the 19th to 27th instant both days inclusive.

DOUGLAS LAPRAIK & CO.,

General Managers.

Hongkong, 11th September, 1919.

NOTICE.

ROYAL HONGKONG GOLF CLUB.

CHAMPIONSHIP.

Big Course—Fanning.

For players whose handicaps are 10 or under.

First round to be played by Saturday 5th October.

Entries close on Sunday 28th September on the list at any of the Club Houses or at the Hongkong Club.

18 HOLE COMPETITION AGAINST BOGEY.

For a silver cup presented by a Grateful Temporary Member.

Big Course—Fanning.

Under Handicap.

To be played on Sunday 28th September 1919 Post entries at Fanning.

C. L. SANDES.

Hon. Secretary.

Hongkong, 11th September, 1919.

NOTICE.

HONGKONG CLUB.

An Extraordinary General Meeting of the members of the Hongkong Club will be held in the Club House on Thursday, the 18th September 1919, at 5 p.m.

Business—As posted in the Hall of the Club.

By Order.

E. Des Vaux.

Secretary.

Hongkong, 11th September, 1919.

WANTED.

WANTED.—English nurse to take charge of year-old boy American family Peking. Excellent conditions of service. Good testimonials required. Apply Box 237 c/o "Hongkong Telegraph."

NOTICE

HUMPHREYS ESTATE AND FINANCE CO. LTD.

NOTICE is hereby given that an Extraordinary General Meeting of Humphreys Estate & Finance Company Limited will be held at the Hongkong Hotel on the 24th, day of September 1919 at noon for the purpose of considering and if thought fit approving the draft new Articles which will be submitted to the meeting. A copy of such Articles and a copy of the existing Articles may be seen at the Offices of the General Managers in Alexandra Buildings. In such copy the portions of the proposed New Articles which differ from the Old Articles are indicated by underlining in red ink.

Should the meeting approve of such Articles with or without modification the subjoined extraordinary resolution will be proposed.

"That the New Articles already approved by this meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

Should the resolution be passed by the required majority it will be submitted for confirmation as a special resolution to a second Extraordinary General Meeting which will be subsequently convened.

By Order of the Board

G. RAPP.

Secretary.

Hongkong, 9th September, 1919.

NOTICE.

NATIONAL BONDS OF THE REPUBLIC OF CHINA.

The 3rd, 4th and 5th years of

NOTICE is hereby given that repayment of drawn bonds and payment of interest coupons will henceforth be made in Hongkong Notes, at current rates, for the equivalent of the face value of said bonds and coupons.

For the

BANK OF CHINA.

Tsuyee Pei

Manager.

NOTICE.

MUSIC LESSONS.

Professor Danenburg will resume his Piano lessons this month at No. 1, Albany Road, Hongkong, 6th September, 1919.

NOTICE.

DIOCESAN GIRLS SCHOOL KOWLOON.

This school will re-open Tuesday September, 16th. Boarders return Monday 15th September.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

SATURDAY, the 13th Sept. 1919.

commencing at 11 a.m.

at his Sales Rooms, Duddell Street

(For account of the concerned)

3 Cases Iron Bedsteads

14 Cases Florentine Glass

(More or less damaged by sea water)

Also

5 cases Star Chocolate

8 cases Assorted Chocolate

10 cases Dried Figs

3 cases Campbell's Soup

3 cases Lime Juice

3 cases Lemon Squash

3 cases Saled Oil

105 tins Groats

Terms: Cash on delivery

Geo. P. LAMMERT

Auctioneer.

PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction on

SATURDAY, the 13th Sept. 1919.

commencing at 11 a.m.

at his Sales Rooms, Duddell Street

34 Kegs Wire Nails 1/2 B.W.G. 18

Terms: Cash on delivery.

Geo. P. LAMMERT

Auctioneer.

WISEMAN LIMITED.

Fresh Arrivals

MACKINTOSH'S.

Toffee de Luxe

50 cents per tin

Oranges

and

Grape Fruit

WISEMAN LTD.

Tel. 407.

THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.

Head Office: 6 Des Vaux Road Ck. Hankow Branch: Pandoff Building.

FOR THE YEAR TO COME

Caution is important in all things. This applies to your own finances. The best way of providing for the future, freely, is by

OPENING A SAVINGS ACCOUNT WITH US.

\$1 to start.

In a few years it may become thousands.

GIRLS WHO GET HUSBANDS.

Many mothers of pretty girls who have arrived at a marriageable age wonder how it is that other girls less prepossessing find husbands with greater facility than their own daughters do.

The girl who remains by her mother's side seeing her plainer but more winsome friends led to the altar is as often as not the girl who pays no attention to the hobbies and diversions that absorb the interest of others around her. She is generally languid, listless, pale-lipped and pallid. Pains in the back and limbs assail her at frequent moments; whilst faintness, lack of appetite, and irregularities of the functions frequently make her life wretched. A man does not want to add delicate health to his responsibilities.

It is a sad fact that numbers of these spiritless, easily exhausted girls are met with everywhere in the Far East. Yet all that they need is the rich, red, abundant blood which Dr. Williams' Pink Pills have created for countless drooping girls in every part of the World.

If your daughter lacks vitality and nerve, if she is developing anaemia, nervousness, debility or the ailments peculiar to her sex, begin her cure to-day with Dr. Williams' Pink Pills. Then watch how rapidly her appetite will increase, how she will desire to join in the pastimes of her friends, and how this pleasing transformation will add joy to your own life as well as to hers.

Your own druggist sells Dr. Williams' Pink Pills for Pale People, or you can order them direct by mail, post free, at \$1.50 the bottle, six for \$8, from the Dr. Williams' Medicine Co., 96 Elizabeth Street, Shanghai. "Plain Talks To Women" is the name of a helpful booklet obtainable free on request from the same address.

AMERICA AND RUSSIA.

WARNING AGAINST REPRISALS.

The American papers recently published some correspondence between the U.S. Government and the Russian Soviet Government on the arrest of Ludwig Christian Alexander K. Martens, so called "Ambassador" of the Soviet Government in the United States.

The American Legation at Stockholm cabled on June 24th that it had received through Swedish official wireless channels a telegram reading as follows:—

"The Commissariat for Foreign Affairs has learned with indignation of the arrest of Mr. Martens its representative in New York. The Commissariat wishes to point out that all the diplomatic and consular representatives of the American Government in Russia, up to their departure in September last have been treated by the Soviet authorities with the utmost courtesy in spite of the fact that since June of last year the American Government openly sided with all the Russian and foreign dark forces ranged against the workers and peasants of Russia with the sole object of crushing the great revolution and restoring the Tsarist and bureaucratic capitalist rule."

"Even after American troops had landed on Russian territory and actually partaken in military operations against the Russian labouring people not a single American citizen has been molested in Russia. Moreover, American officials and journalists have been allowed admittances into Russia and accorded every courtesy and all possible facilities. The arrest of Mr. Martens is the more surprising and unjustified as he acted openly as the representative of Soviet Russia without calling forth any objection or protestation on the part of the American Government."

"The Russian Government fears that his arrest may not be an isolated case, but form part of a general persecution of Russian citizens loyal to their people's Government, and demands the cessation of such persecutions and the immediate release of Mr. Martens."

"The Soviet Government expects to be accordingly informed at an early date and not to be compelled reluctantly to take reprisals against American citizens to be found on Russian territory."

In reply to this message, Acting Secretary Phillips cabled these instructions to the American Legation at Stockholm:—

"Please inform proper Swedish authorities at once as follows:—

"The statement purporting to emanate from Moscow is wholly untrue. Mr. Martens has not been arrested, nor does this Government contemplate any action against law-abiding Russian citizens in this country. It is understood that Mr. Martens claims official status as the representative of a regime at Moscow which the United States has not recognised as a Government. At the same time he is a German citizen, having voluntarily so declared himself when he entered this country in 1916."

"The Government has not forgotten the unwarrantable arrest and detention for months of Consul Tredwell and the illegal and unjustifiable imprisonment under severe hardships of Vice-Consuls Durri and Leonard, contrary to the fundamental practice of civilised nations. Nor has it forgotten that an American citizen, Kalamatiano, has been held in prison at Moscow for months under sentence of death, without proper trial and without opportunity of his Government to assist him."

"The Government of the United States now views with grave concern the reported threat of the authorities at Moscow to take further illegal measures in the form of reprisals against American citizens in Russia."

"Such a course, if adopted, would be certain to arouse in the United States an overwhelming public sentiment of indignation against the authorities at Moscow responsible for such acts."

TURPIN'S BOOTS.

Dick Turpin's boots and hat were the subject of a country court action. A Peterborough music-hall proprietor was sued by a firm of theatrical costumiers in Southwark for their return, or their value. These relics, together with other properties, were hired for the purpose of a carnival, and should have been returned within two or three days. Judgment was given for £39 18s. and £10 damages for detention.

THE EX-KAISER.

A GERMAN'S ADVICE TO ENGLAND.

The Geneva correspondent of the *Daily Chronicle* writes:—

I have had an interview regarding the problem of the ex-Kaiser's trial with a prominent German politician who is spending a week in Switzerland.

He does not wish his name to be disclosed, but I can vouch for the sincerity of his democratic convictions and the scope of his political influence in Germany. Although he is not at present a member of the Government, his arguments seem interesting enough to command attention.

He expressed himself as follows:—

"I take it that the aim of the Allies in bringing the ex-Kaiser to trial is twofold:—

To punish the chief responsible author of the war; and

To prevent his return to power in Germany."

"The first object, in my opinion, has been already attained; for there can be no doubt that the fallen monarch, who dreamed of world-conquest, is suffering terrible mental torments in his sordid exile in Holland."

"This punishment, moreover, he inflicted upon himself by his cowardly flight, and it is, therefore, doubly bitter. I consequently agree with the increasing number of people in England and America who think that to try the ex-Kaiser before an Allied court of justice, after having forced the Dutch Government to give him up, would be to make a martyr of him, and to rehabilitate him in his own and his former subjects' eyes."

"William II. is punished enough by his own act."

A DANGEROUS FIGUREHEAD.

"There remains the question of preventing the ex-Kaiser's return to power in Germany, which would mean a triumphant revival of Prussian militarism and a new menace to the peace of Europe."

"And here, I think, the English and American critics of the Versailles Treaty are inclined to be too optimistic."

"It is perfectly true that the ex-Kaiser is no Napoleon, whom it is necessary to banish to a distant island; he is not dangerous in himself. But the very fact that William II. is a pusillanimous weakling makes him an easy tool in the hands of persons to whose interests it is to restore him to power."

"Prussian reactionaries will sooner or later make a determined effort to bring him back to Berlin, and his character is so temperamental and vacillating that they will have no difficulty in persuading him to embark on an adventure which he would have neither the courage nor the enterprise to conceive by himself. The ex-Kaiser is dangerous through his adherents in Germany, and so long as Junkers, Pan-Germans, and militarists remains active there he will continue to be a menace to peace."

"Now it seems to me quite possible to forestall this threatening revival of Kaiserism in Germany without making a martyr or a hero of William II."

"It would suffice if an International Court were established preferably by the League of Nations, to investigate the ex-Kaiser's responsibility for the war."

"Before this Court the ex-Kaiser would be allowed to send advocates to plead in his defence, but he would not be called upon to appear in person."

"If found guilty, the court would solemnly, in the name of the League of Nations, pronounce sentence against the ex-Kaiser, denying him the moral qualification ever again to assume the reins of government, and establishing that his return to power under any circumstances will be regarded by the League as a breach of faith on the part of Germany and call forth immediate action against her."

"By this moral sentence William II. would be definitely outlawed as a ruler without being personally made a martyr of; the demands of justice would be satisfied, and German democracy strengthened at the same time, for if Germany wishes to become and remain a member of the League of Nations she will have to abide by this decision and curb the dangerous activity of the reactionary elements who are in their own interests scheming to bring the War-Lord back to Potsdam."

"Establishment of the ex-Kaiser's guilt in this way, from all suspicion of gratifying chauvinistic feelings of hatred or revenge, would not fail to make a deep impression on the German people; while if the plan of bringing William II. to trial is simply

DIPLOMA FOR JOURNALISM.

SPECIAL COURSES AT LONDON UNIVERSITY.

The Senate of the University of London has instituted a diploma for journalism which will be awarded after examination to persons who have pursued prescribed courses of study within the university. The Senate has taken this step largely in the interests of demobilised officers and men and of released war-workers who propose to follow on grounds of special aptitude, the profession of journalism. At the same time, matriculated students of the university being not less than 17 years of age, as well as non-matriculated students of adequate educational proficiency will be admitted to the prescribed courses.

The courses will begin in October and will extend normally over two consecutive university sessions. But in the case of graduates of the University of London and of other universities approved for the purpose, the courses may be completed in a shorter period. They are divided into two sections, of which one is compulsory, and the other offers a wide choice of subjects. The compulsory course includes:—

English composition and practice in writing for the Press as well as lecture courses in the general history of science, the history of political ideas, and principles of criticism with practice in their application.

The student will also choose courses of instruction in three out of the following branches of knowledge, viz.—English literature and criticism, history, modern languages (one, or in special conditions two, to be selected out of French, German, Spanish, Italian, and Russian), political science, economics, biological science, physico-chemical science, philosophy, and psychology.

The examination for the diploma will take place once in each academic year, in July; and the first examination will be held in 1921. The examiners in determining the results of the examinations will take into consideration the proficiency and the progress which the candidate has shown throughout the period of training.

The university courses and the general arrangements for the admission of students and for the examination have been placed by the Senate under the supervision of a journalism committee of the university, which consists of persons representing the university and its colleges, the Appointments Department of the Ministry of Labour, the Board of Education, the Institute of Journalists, the National Union of Journalists, and some prominent journalists. Professor Sir Sydney Lee is appointed chairman of the committee.

discarded and nothing is done to fix his responsibility legally his adherents will soon succeed in persuading the German people of his innocence and in preparing his triumphant return."

PEOPLE'S SHARE OF GUILT.

Dr. Hermann Roese Meyer, the well-known German Republican living in Switzerland, with whom I also had an interview, explained the attitude of Germany towards the extradition and trial of the statesmen and officers who rendered themselves guilty of acts against international law during the war as follows:—

"It is very easy to understand why Germany is particularly perturbed about this obligation. All the talk about Germany's 'honour' being at stake is humbug. The truth is that the crimes for which these men are 'wanted' by the Allies—the sinking of the Lusitania, the murder of Captain Fryatt, the devastation of Picardy, the deportations in Northern France and Belgium, the shooting of hostages and the burning of towns and villages—were enthusiastically endorsed at the time by the vast majority of Germans, by the so-called 'Democratic' Press of Berlin, and even the *Berliner Tageblatt*. Prominent 'Liberal' politicians have advocated and glorified these deeds, as well as Pan-Germans and militarists."

"It is therefore no wonder that Germany fears the revelations which the trial of the criminals may bring. Suppose they should declare and prove in their defence that they acted throughout in perfect unison with public opinion, Press and Parliament in Germany! This is why the Berlin Government and the National Assembly tried to the last to avoid subscribing to the extradition and trial of the German war criminals. And will undoubtedly still attempt to evade fulfilling their obligations in this respect."

NOTICES.

Sole Agents:
THE
CONNAUGHT
MOTOR CAR
COMPANY.



Tel. No. 1913.
28, Des Voeux Rd.
Central.
G.P.O. Box 444.

A Car which has won for itself a world wide reputation for permanency of Service, Power, Design, Comfort, Workmanship & Economy.

A High Class Latest Modelled Car
At a price within the reach of all.

A Consignment of Studebakers has just been landed.
Inspection and Enquiries are cordially Solicited.

EVERY DROP OF



Brandy is unequalled as a pleasant wholesome stimulating Tonic. It is aged in wood for years before being bottled.

Obtainable Everywhere.
Sole Agents.

H. RUTTONJEE & SON.
Wine & Spirit Merchants.
16, Queen's Road, Central.
HONGKONG.

SHELL

MOTOR SPIRIT

The Asiatic Petroleum Co. (South China) Ltd.

UNIVERSAL IMPORT & EXPORT CO.,
GENERAL COMMISSION AGENTS.

行洋森寶
(Hotel Mansions, Top Floor)
P.O. BOX 348.
Telephone Address:
"UNIMPLEX-HONGKONG"
"MONTBEAU-PARIS, FRANCE."

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Ideal for travellers. A machine that you can always have in your pocket.
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9, ICE HOUSE STREET.
WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL
INSTRUMENTS REPAIRED UNDER MY
PERSONAL SUPERVISION.

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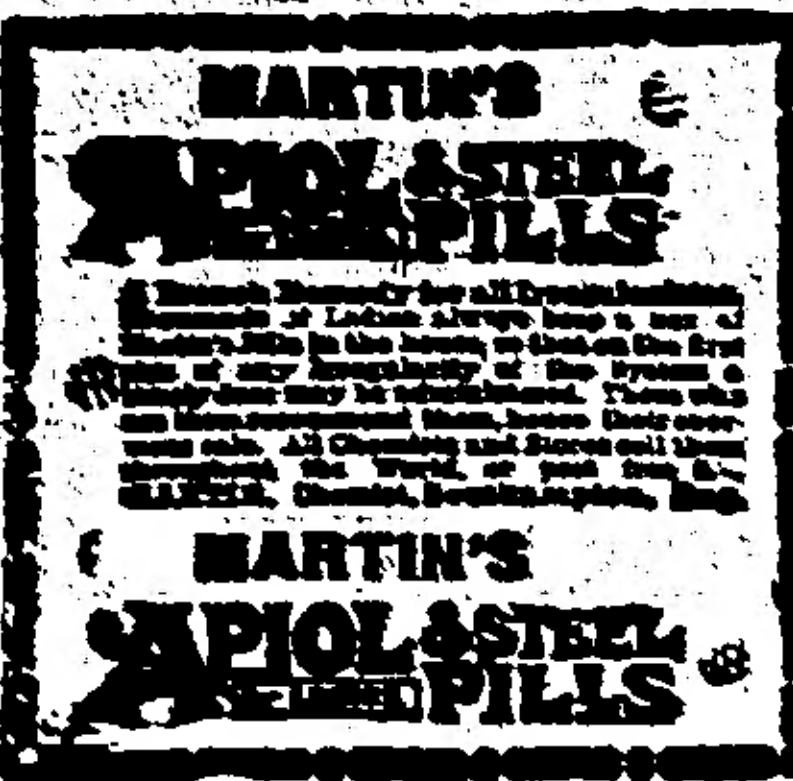
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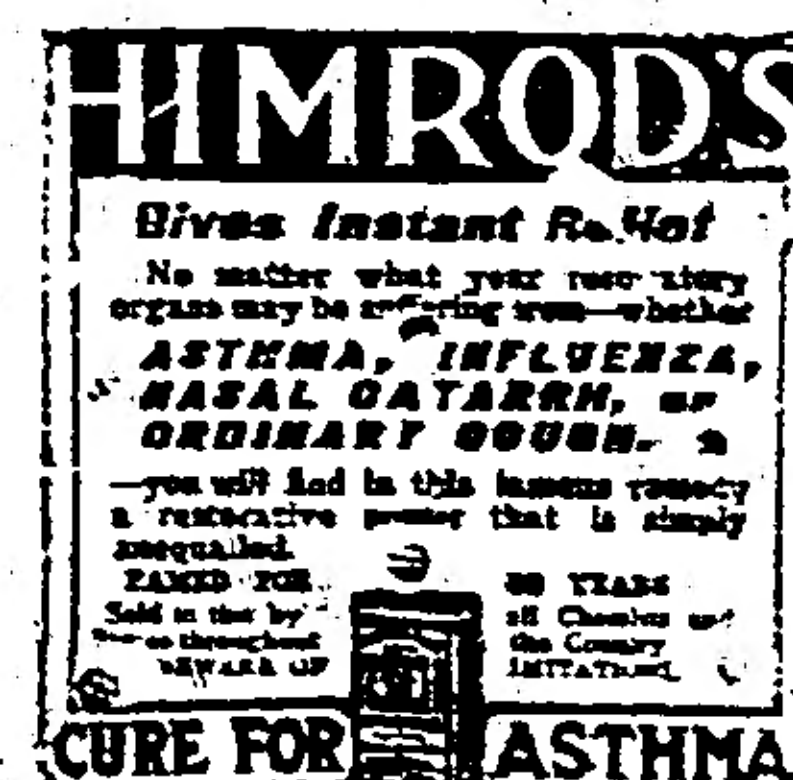
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FILET LACE TABLE COVERS-ROUND & SQUARE,
SWATOW DRAWN WORK & SILK EMBROIDERIES.
ALL KINDS OF LADIES' FANCY GOODS.
FOR WHOLESALE AND RETAIL
PRICES MODERATE.

SWATOW DRAWN WORK CO.
Tel. No. 2860. No. 14, Des Voeux Rd., (Ct.)

NOTICE.



RAMSAY & CO.
WE HAVE A LARGE SELECTION OF
TYPEWRITERS ALWAYS IN STOCK AND
SOLICIT YOUR KIND INSPECTION.
WE SPECIALISE IN TYPEWRITER
REPAIRS WHICH ARE EXECUTED BY
EXPERT MECHANICS.
WE ARE IN THE BEST POSITION TO
SUPPLY TYPEWRITERS AND
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CARBON PAPER, ETC.



EXCHANGE.

SELLING.

T/T	4/13
Demand	4/11 1/16
30 d/s	4/13 1/16
60 d/s	4/15 1/16
4 m/s	4/1 1/16
T/T Shanghai	Nom.
T/T Singapore	172
T/T Japan	167
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco	83 1/2
T/T New York	83 1/2
T/T Java	218 1/2
T/T Marks	Nom.
T/T France	6.80
Demand, Paris	

BUYING.

4 m/s. L/C	4/13 1/2
4 m/s. D/P	4/2
6 m/s. L/C	4/2 1/2
30 d/s Sydney and Melbourne	4/2 1/2
30 d/s San Francisco and New York	84 1/2
4 m/s. Marks	Nom.
4 m/s. France	7.00
6 m/s. France	7.06
Demand, Germany	83 1/2
Demand, New York	83 1/2
T/T Bombay	Nom.
T/T Calcutta	Nom.
Demand, Calcutta	Nom.
Demand, Manila	173
Demand, Singapore	172
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	Nom.
Sovereign	4.90 Nom.
Gold leaf per Tael	35
Bar Silver, per oz	61
forward	59

SUBSIDIARY COINS.

DISCOUNT PER \$100:	
H'kong 50 cts sub.	10% pm.
" 10 "	13% pm.
" 5 "	33% pm.
C. coins	8 1/4% pm.

FAR EASTERN FUR TRADE.
For the control of the hunting of fur bearing animals in the Far East, the Board of Land of the Omsk government is drafting a series of reports to be read at the meetings of the representatives of the forestry and immigration boards to decide the questions concerning (1) the regular sale of furs, (2) preparation of furs, and (3) supply to those engaged in the hunting with the necessary outfits. The paying nature of this enterprise may be easily judged by the Board of fishing industry. At the auction sales, 684 skins of blue foxes and 9 skins of white foxes were bidden for R. 7,500.00. In the Littoral Province, Saghalien, and Kamchatka, the yearly catches range between 12,000 and 14,000 skins of sables. This year a sable skin fetches R. 6,000-8,000 per skin. In addition, squirrels, foxes, bears, etc., are found in plenty and their skins are quoted dearly.

NOTICE.

Yorkshire Insurance Co., Limited.
ESTABLISHED 1884.

The Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO. AGENTS.

THE HONGKONG & SOUTH CHINA WAR SAVINGS ASSOCIATION.

APPLICATION forms for Membership of the above Association may be obtained from all the Banks or from the undersigned.

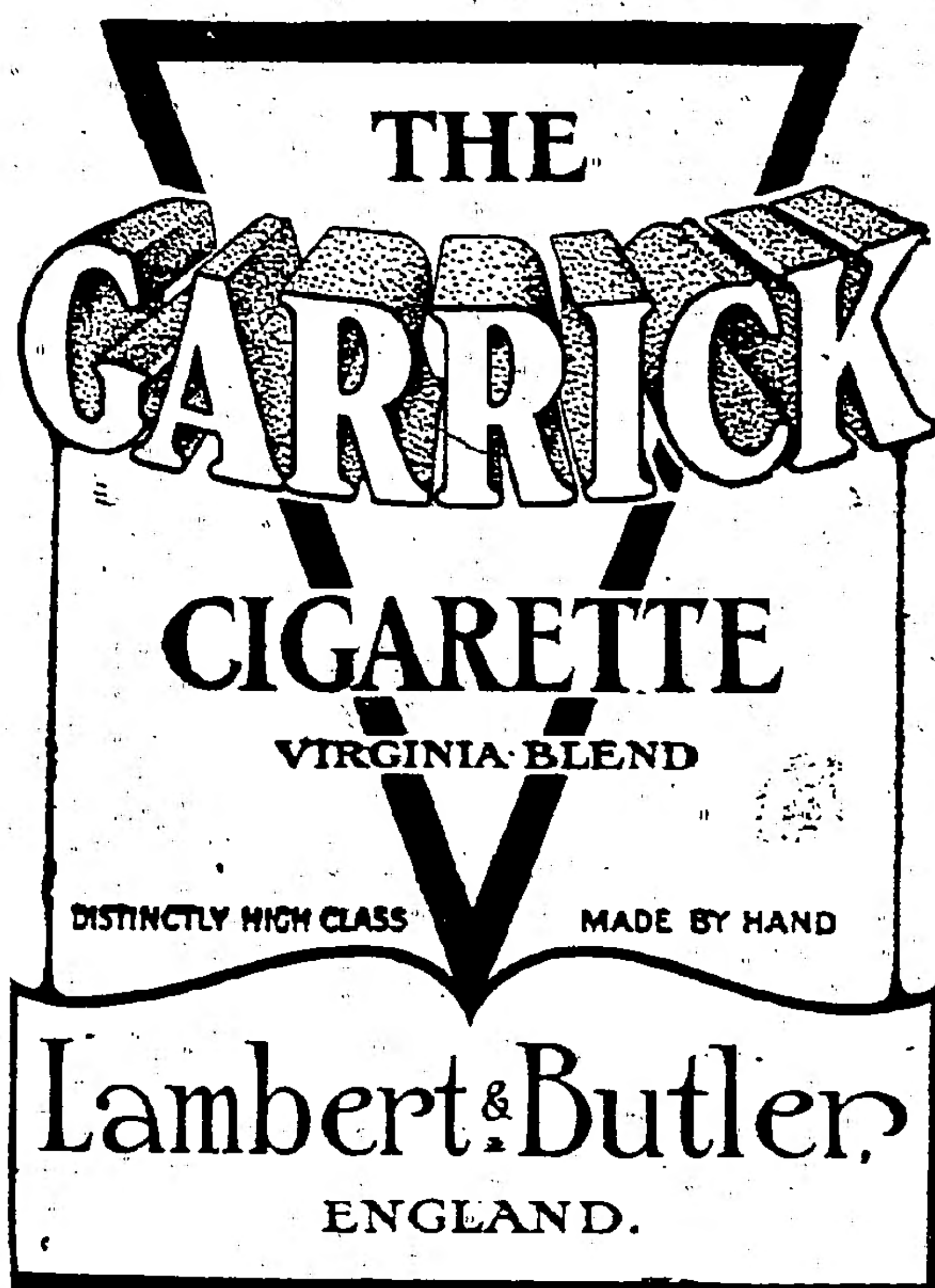
THE UNION INSURANCE SOCIETY OF CANTON, LTD
Honorary Secretaries & Treasurers.
Hongkong, 15th January 1919.

PEAK TRAMWAYS CO. LTD

TIME TABLE.			WEEK DAYS.			
7.00	a.m.	to	8.00	a.m.		Every 15 min.
8.00			8.30			16 min.
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NOTICES.

A HIGH GRADE VIRGINIA:—



SOLD BY ALL TOBACCONISTS.

This advertisement is issued by British-American Tobacco Co. (China) Ltd.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES	
Banks.	
H.K. & S. Banks a.	\$677 1/2
Marine Insurances.	
Cantons b.	440
North Chinas b.	\$200
Unions n.	218 1/2
Yangtzes n.	230
Far Easterns b.	23
Fire Insurances.	
China Fires n.	138
H. K. Fires b.	345
Shipping.	
Douglases n.	95
Steamboats b.	24
Indos (Prof.) n.	32
Indos (Def.) s.	192
Shells b. 175/- n.	177 1/2
Ferries b.	34 1/2
Refineries.	
Sugars b.	176
Malabons n.	46
Mining.	
Kailans b.	60/-
Langkats b.	18 1/2
Shanghai Loans b.	18 1/2
Shai Explorations b.	210
Raubs b.	44 1/2
Tronohs b.	47 1/2
Ural Caspians n.	108 1/2
Docks, Wharves, Godowns, &c.	
H.K. Wharves s.	179
K. Docks b.	115 1/2
Shai Docks b.	\$26 3/4
N. Engineerings b.	109 1/2
Lands, Hotels & Buildings.	
Centrals n.	120
H.K. Hotels n.	121
L. Invest. b.	9 1/2
H. Invest. b.	46
K. Invest. b.	175
L. Reclamations n.	94
Cotton Mills.	
Ewos b.	\$305
Kung Yiks b.	\$25
Lau Kung Mows n.	\$207
Orientalis n.	\$112
Shai Cottons b.	\$198
Yangtzepeeps sa.	\$15 1/2
Miscellaneous.	
Cements b.	8.10
China Borneos b.	123 1/2
Do. Light b. old 7 1/2 new 3 1/2	9
China Providents b. 8 1/4 s.	29 1/2
Dairy Farms s.	86 1/2
Electric H. K. n.	34
Electric Macao n.	31
Hongkong Ropes n.	8.35
Hk. Tramways n.	7 1/2
Peak Trams, old b.	80 cts.
Do. new b.	34
Steam Laundries b.	10
Steel Foundries b.	16
Water-works s.	5 1/2
Watsons b.	12
Wm. Powells b.	29
Wisemans b.	29

Hongkong, Sept. 11, 1919.

WEATHER REPORT.

September 11th, 11h. 50m.—No return from Vladivostok, Japan, or Formosa. Pressure changes since yesterday are small. A slight increase is shown at Shanghai and Canton, and a slight decrease over the Philippines. The depression in the Pacific appears to be moving northward. There are indications of another depression to the east of the Visayas. The N.E. monsoon continues along the coast of China, with heavy rain falling for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 67.45 inches against an average of 69.15 inches. FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong to Gap Rock. E winds, moderate; fair.

2 Formosa Channel. N.E. wind, fresh.

3 South coast of China b. The same as No. 1.

4 South coast of China b. The same as No. 1.

5 Between H.K. and Hainan, as No. 1.

C. W. JEFFRIES, Chief Assistant, Hongkong Observatory, Sept. 11th, 1919.

METEOROLOGICAL.

Previous.

Day On date On date.

Barometer 29.77 29.78 29.77

Temperature 85 78 84

Humidity 77 91 83

Wind Direction S.W. CALM S.E.

Force 2 0 1

Weather 0 0 0

Rain 0.0 0.0 0.0

Winds open air Temperatures on the 10th 87

Lowest 1st 78

"The time ball has been refilled."

H.K. Observatory, Sept. 11, 1919.

T. F. CLAXTON, Director.



Mitsui Bussan Kaisha.

HOTELS.

THE PEAK HOTEL.

1,500 FEET ABOVE SEA LEVEL.
15 MINUTES FROM LANDING STAGE.
UNDER THE MANAGEMENT OF
MRS. BLAIR.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. 373. Telegraphic Address: "VICTORIA"
J. W. THOMAS, Manager.

NOTICE.



MITSUBISHI SHOKAI KAISHA, LTD.

(MITSUBISHI TRADING CO.)
COAL, GENERAL IMPORTS AND EXPORTS.
SOLE PROPRIETORS OF
TAKASHIMA, OCHI, MITSUBISHI, KISHIDA, KANAKAWA, SHIMIZU, KAMATANI, SANO, and OTUBARI COAL MINES.
Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.
BRANCHES AND REPRESENTATIVES:—NAGASAKI, KARATSU, WAKAMATSU, MOJI, KURE, KOBE, OSAKA, TSURUGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MURORAY, OTARU, VLADIVOSTOK, PEKING, TIENTSIN, DAIREN, TSINANFU, HANKOW, SHANGHAI, TAIPEH, HONGKONG, CANTON, HAIPHONG, MANILA, SINGAPORE, CALCUTTA, LONDON & NEW YORK.

Cable Address:—
Hongkong:—"IWASAKI"
Canton, Haiphong:—"IWASAKISAI."
Codes:—A.I.B.C. 5TH ED.,
Western Union and Bentley's.
AGENCY FOR:—THE OSAKA MARINE AND FIRE INSURANCE CO., LTD., OSAKA.

For Particulars Apply to:—
S. SAYEKI, Manager,
No. 11, Pedder Street, Hongkong.

ENTERTAINMENTS.



THE VICTORIA THEATRE.

TO-NIGHT'S PROGRAMME
FIFTH & SIXTH EPISODES
OF

"THE LIGHTNING RAIDER"

These Episodes will whet your Appetite.

A FINE HAROLD LLOYD COMEDY.
"HEAR 'EM RAVE."

TO-DAY'S MATINEE:

GLADYS HULETTE IN
"THE CANDY GIRL."

Booking at ANDERSON'S.

TEL. NO. 1743. **CORONET** TEL. NO. 1743.

To-night 5.15 & 9.15 P.M. To-night

METRO

PRESENTS

HAROLD LOCKWOOD

IN

"THE MASKED RIDER"

HAROLD LLOYD COMEDY,
etc.

Booking at ROBINSON'S.

HOTELS.

The Hongkong Hotel Co., Ltd.

Operating:—

THE HONGKONG HOTEL The leading Hotel in the Far East.

THE REPULSE BAY HOTEL The evening seaside resort of South China.

THE HOTEL MANSIONS The headquarters of the Canadian Pacific Ocean Services, and the leading American business concerns.

The Hotel Company, having recently extended their cold storage plant and instituted motor transportation, are specializing in outside catering such as banquets, dances, picnics, etc., and are prepared to supply all necessary equipment, decorations, furniture, and music.

Quotations may be obtained on application at the Hotel Main Office, or representatives will call on communicating with.

Telephone No. 483, Catering Department.

Telephone No. 1673, Manager.

J. R. TAGGART, Manager.

KINGSLERE HOTEL MID-LEVEL
CRAIGIEBURN HOTEL THE PEAK
KNUTSFORD HOTEL KOWLOON
SACHSE, LENNOX & Co., General Agents
Are resident Managers.

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL. FINEST SITUATION.
EXCELLENT CUISINE.

ARTHUR E. ODELL,

(Late Grand Hotel, Southcliffe, England, and
Royal Palace Hotel, London, W.)

"THE CARLTON" HOTEL.

(THE ONLY AMERICAN HOTEL IN THE COLONY.)

ICE HOUSE STREET.

Under American Management.

Size and quiet yet only a few minutes' walk from the Banks and Central District. 43 Bedrooms. Excellent Cuisine, Spotlessly Clean. Moderate Terms. Monthly and Family Rates on application to the Proprietor.

Telephone 812. MRS. F. E. CAMERON

Printed and Published for the Proprietor, by Charles Maurice Wilson, at 11, Lee House Street in the City of Victoria, Hongkong.

SHIPPING.

VESSELS ARRIVED.

Foochow, 1228, Br. Capt. Mc-Chan, Shanghai B. & S.—Mooring—C 17.
Lindsay, 1238, Br. Capt. Jones, Yokohama, Moller.—Mooring—A 3.
Lienhsing, 1049, Br. Capt. Cullen, Saigon, Kung Yuen.—Mooring—C 39.
Nagoya, 4249, Br. Capt. Norman, Yokohama, M. M.—Mooring—A 1.
Quinnebaug, 977, Amer. Capt. J. Madina, Foochow, D. L.—Mooring—Wharf.
Tacoma Maru, 3642, Jap. Capt. Norito, Kobé, O. S. K.—Mooring—Wharf.
Muroto Maru, 3998, Jap. Capt. Takano, Hongay, M. B. K.—Mooring—J. Bap.
Amakusa Maru, 1370, Jap. Capt. Kabayashi, Keelung, O. S. K.—Mooring—Wharf.

VESSELS CLEARED.

Taisang for Amoy
Banri Maru for Batavia & Sourabaya
Benrimnes for Yokohama via Nagasaki
Songma for Haiphong via Hoihow
British Isles for Balikpapan via Macassar
Changchow for Bangkok via Swatow

POST OFFICE.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers etc. for their use, handed in at the G. P. O. will be packed and forwarded to them free.

Registered and Parcel Mails close 15 minutes earlier than the mails given below unless otherwise stated, and where mails are not registered to close at or before 5 p.m. registered and parcel mails close at 5 p.m. on the previous day.

INWARD MAILS.

Japan—Per KOSOKU MARU, 11th Sept.
Japan—Per NIPPON MARU, 11th Sept.
Shanghai—Per SUIYANG, 12th Sept.
Manila and Australia—Per CHANGSHA, 12th Sept.
Manila—Per WEST VACA, 13th Sept.
Europe via Suez—Per CHAKSANG, 13th Sept.
Japan—Per YETOROFU, 15th Sept.
U.S.A. & Japan—Per FUSHIMI MARU, 16th Sept.
Straits—Per KAGA MARU, 17th Sept.
Japan—Per IYO MARU, 18th Sept.

OUTWARD MAILS.

TO-MORROW.

Fort Bayard, Hoihow, and Haiphong—Per SONGMA, 12th Sept., 8 a.m.
Swatow & Straits—Per CHINHUA, 12th Sept., 10 a.m.
Swatow, Amoy and Foochow—Per QUINNEBAUG, 12th Sept., noon.
Macao—Per SUI TAI, 12th Sept., 1.30 p.m.
Straits, Bangkok and Calcutta—Per NAMSANG, 12th Sept., 2 p.m.
Philippine Islands—Per YUENSANG, 12th Sept., 2 p.m.
Java and Port Moresby via Sourabaya—Per TJIMANOCK, 12th 3 p.m.
Macao—Per CHUNCHOW, 12th Sept., 4.30 p.m.
Shanghai and North China—Per WOSANG, 12th Sept., 5 p.m.
SATURDAY, 13TH SEPTEMBER.
Haiphong—Per TJIPANAS, 13th Sept., 8 a.m.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhannshkodi.—Per TACOMA M., 13th Sept., 9 a.m.

Straits & Bangkok—Per LINDSAY MOLLER, 13th Sept., 11 a.m.
Macao—Per SUI TAI, 13th Sept., 1.30 p.m.
Macao—Per CHUNCHOW, 13th Sept., 4.30 p.m.

SUNDAY, 14TH SEPTEMBER.

Macao—Per SUI AN, 14th Sept., 8.30 a.m.
Shanghai and North China—Per SUIYANG, 14th Sept., 9 a.m.

TUESDAY, 16TH SEPTEMBER.

Swatow, Amoy and Foochow—Per HAIHONG, 16th Sept., 1 p.m.

THURSDAY, 18TH SEPTEMBER.

Shanghai, N. C. and Japan via Kobe—Per KAGA MARU, 18th Sept., 10 a.m.

FRIDAY, 19TH SEPTEMBER.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhannshkodi, Egypt and EUROPE via MARSEILLES—Per IYO MARU, 19th Sept., Registration 9.45 a.m. Letters 10.30 a.m.

Swatow, Amoy & Foochow—Per HAITAN, 19th Sept., 1 p.m.

SUNDAY, 21ST SEPTEMBER.

Japan via Nagasaki—Per NIKKO MARU, 21st Sept., 9 a.m.

MONDAY, 22ND SEPTEMBER.

Japan via Nagasaki, Canada, U. S., Central & South America and EUROPE via VICTORIA B.C.—Per FUSHIMI M., 22nd Sept., Reg. 8.45 a.m. Letters 9.30 a.m.

WEDNESDAY, 24TH SEPTEMBER.

Philippine Islands, Australia & New Zealand via Thursday—Per TANGO MARU, 24th Sept., Reg. 8.45 a.m. Letters 10.30 a.m.

THURSDAY, 25TH OCTOBER.

Shanghai, N. C. and Japan via Kobe—Per YOKOHAMA MARU, 25th Oct., 10 a.m.